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# Sailor's Magazine



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## THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress, and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers ONE DOLLAR a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, upon an annual request for the same.

## THE SEAMEN'S FRIEND

Is also issued as an eight page tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

## THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money but always in a REGISTERED letter. The registration fee has been reduced to ten cents, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. All Postmasters are obliged to register letters whenever requested to do so.

# SAILOR'S THE MACAZINE AND SEAMEN'S FRIEND



Vol. 52.

MARCH, 1880.

No. 3.

## THIRTY-EIGHTH ANNUAL REPORT OF THE HONOLULU, S. I., SEAMEN'S CHAPLAINCY.

BY REV. S. C. DAMON, D. D., CHAPLAIN.

*To the Corresponding Secretary of the American Seamen's Friend Society:—*

My labors have been much increased in consequence of a malarial fever which has prevailed in Honolulu during a large part of the year just closed. We hope it is passing away, but its visitation has brought sorrow to many families and to many hearts. Also with this sorrow has come a joy such as the Holy Spirit can alone impart.

### *Organization of a Chinese Church.*

Among the noteworthy events of the past year has been the organization of a Chinese church in Honolulu. Ten members of the Bethel church were furnished with letters to form it. These were all Chinese who had from time to time united with our church. Several were educated in Mr. DUNSCOMBE's English-Chinese school. I am happy to report that the new organization continues to prosper. Only last Sabbath I administered the sacrament to the church, among the Chinese still meeting at the Bethel. One new member was added. About thirty were present. I was most happy to have with me the Rev. Dr. HYDE, Missionary of the American Board, and the Rev. O. C. THOMPSON, D. D., from Detroit, who is now visiting the Islands.

The Chinese are making arrangements for building a church this year. A lot costing \$4,500 has been purchased and a charter obtained. The money for the payment of this amount has already been subscribed, and more than one-half by Chinese, several giving from \$50 to \$500. They take hold in good earnest. We have now five efficient colporteurs

laboring among the Chinese on the Islands. The good work is steadily going forward. We are very much in need of a good and efficient missionary speaking English and Chinese, to head and carry forward this grand and noble work. The number of Chinese who have come to the Islands, during the year, cannot be less than 3,000, making in all perhaps nearly 8,000.

Herewith I send a letter recently received from a Chinese colporteur with whom I correspond. It was written in English, and is printed as written.

"KOLOA, Dec. 5, 1879.

REV. S. C. DAMON.—My Dear Sir:—I received your letter last month and ought to answer you immediately, but my eye has been sick. This is reason I do not write. Please excuse me. I was around the Island the third time, and know four men who like trust Jesus Christ. For I have seen them reading Bible when they have time, and they tell me pray to God to help them. They go to native church every week. Please you pray the Lord give Holy Spirit to them to deliver them from evil.

The Lord bless you and your family.

Ho Pui."

#### *British Seamen.*

In my labors among seamen I am constantly coming in contact with British sailors and officers attached to ships of war and merchant vessels. I am most happy to bear my testimony to the truthfulness of the sentiment expressed in the following item from the SAILORS' MAGAZINE for October, 1879.

"Dean Stanley, of England, in a recent sermon represented that a great improvement has taken place in the morals of British seamen. Profanity and debauchery are almost as rare as reverence and sobriety were years ago."

This is stating the point, perhaps, in too strong language, but yet the opinion is correct that there has been a great improvement among British seamen. *I now find on board nearly every British ship-of-war, a circle of praying sailors.* Not many months ago a ship visited Honolulu, to which a company of "Good Templars" belonged, and they were accustomed to come on shore and hold their meetings at the Bethel. There is a lady, Miss Agnes E. Weston, residing in Devonport, England, who is doing a most useful evangelistic work among British seamen. She writes and publishes a Monthly Letter, addressed "*To Officers, Seamen, Marines, and Marine Artillery of the Royal Navy, at Home and Abroad.*" The number for June, 1879, now lies before me. These are most admirable epistles, and are highly prized by those to whom they are sent. These monthly messengers are circulated among British seamen, on board all ships-of-war, in all ports of the world. No one can estimate the amount of good accomplished by Miss Weston. She operates in her useful efforts from "*The Sailor's Rest, Fore Street, Devonport, for the Sailors and Marines of the Royal Navy.*"

But another institution for the benefit of British seamen has its headquarters at 151 Duke Street, Liverpool. With this Home, for Apprentices, on board merchant British ships, I feel well acquainted. Some fifteen years ago its Keeper, Mr. Legge, visited Honolulu, when attached to a British man-of-war; and when I was in Liverpool, in February, 1870, the institution had just been opened. During the

last ten years its usefulness has been ever increasing. With Mr. A. BALFOUR, the Founder, and Mr. LEGGE, the Keeper, I am in correspondence. Seamen are frequently arriving in Honolulu bringing letters of introduction from Mr. Legge, to me. Only a few days ago came a nice young sailor with a note, commencing thus, "I send this note by Sidney Mortimer, thinking you would like to shake hands with a lad from the 'Home.' We are as usual; only, of course, ten years older than when you left us. Thank God, ten years nearer Home!"

Mr. Balfour, the proprietor and founder of this Home, laid out his plans in a most generous manner for the improvement of seamen sailing in his own ships, which were principally engaged in the South American trade, as he had been a successful merchant in Valparaiso. He is at the head of the firm of BALFOUR, WILLIAMSON & Co., of Liverpool, having houses in Valparaiso, S. A., and in San Francisco, Cal. Mr. GUTHRIE, a son of the late Rev. Dr. GUTHRIE, is connected with the firm. They are noble merchants, doing much good. Mr. Balfour is a fast and generous friend of Rev. Dr. TRUMBULL of Valparaiso. When Mr. MOODY preached in Liverpool he subscribed £1,000 to help forward the enterprise. He is also laboring most efficiently in the Temperance cause, and in every other evangelistic work brought to his notice. Only this very week, too, I have met with J. T. ARUNDEL, Esq., a London merchant much interested in the welfare of seamen and in all missionary work. Last March he left Honolulu and has returned from a voyage around the world, *via* Sydney, Egypt, London, New York and San Francisco. He is attached to the house of HOLDER BROTHERS & Co., of London, engaged in the Guano trade. Mr. Arundel is a noble christian man, engaged in every good work. During all these years of my labors among seamen, I have always been sustained by the coöperation of good British christians.

#### *Bethel in Honolulu.*

During the past year the old Bethel, here, has been thoroughly repaired and re-painted, at a cost of \$1,300, but I am glad to report that no debt remains to be paid. The ladies carried through a Fair, realizing over \$900, and the balance has been met by a subscription among the merchants and friends of the Bethel. I do not think the Bethel and its surroundings and internal arrangements were ever in better condition than at the present time. It is nearly fifty years since the Chapel was erected, and during that long period some of the "timbers" were getting weak, but I have now thoroughly repaired the building. Since my return from the United States in 1876, I have also built a new Lecture-room and school-room for the Chinese, expending in all, with the recent repairs, not less than \$4,000, but I have succeeded in raising this amount in Honolulu.

#### *Sailors' Home.*

Mr. DUNSCOMBE has conducted the Home to the full satisfaction of the Board of Trustees. We held our Annual meeting for the election of Trustees last week, and I enclose the twenty-fifth Annual Report, from the *Honolulu Pacific*, January 9th, 1880.

"The annual meeting of the Sailors' Home society, which constituted its 25th anniversary, was held at the Home on the 3rd January, 1880, at 11 a. m., Hon. S. N. Castle presiding.

The Treasurer reported a balance of \$85 82 on hand. The report of the Chairman of the Executive Committee is given below.

The election of Trustees for a term of three years, closing on the 31st December, 1882, resulted as follows:—Messrs. C. R. Bishop, P. C. Jones, J. T. Waterhouse, Jr., J. B. Atherton, A. Fuller, and Wm. Babcock.

The Trustees elected the following officers by ballot, viz.:—S. N. Castle, President; C. R. Bishop, Treasurer; F. A. Schaefer, Secretary.

Executive Committee:—Rev. S. C. Damon, E. O. Hall, and P. C. Jones.

The Sailors' Home continues its usefulness in this community, although it has changed in its character to a great extent in proportion to the general change which the twenty-five years of its existence have wrought in this city. The Record of this Institution is full of interesting reminiscenses, and calls to mind a number of our best and most useful citizens of whom many have since departed to a better life.

Of those who constituted the first body of Trustees, eighteen in all, only six are now living, and of these, the Rev. Dr. Damon and Hon. S. N. Castle, have ever been active members and officers of the Board. Great credit, and the thanks of this community, are especially due to the Rev. Dr. Damon for his indefatigable labors in the interests of the Sailors' Home, and the occasion of its twenty-fifth anniversary is a fit opportunity to give expression to these sentiments. In that gentleman's report, as Chairman of the Executive Committee, will be found an interesting bit of international history—an evidently well-founded presumption that American legislation relating to seamen, received some hints from that of Hawaii, on the same subject.

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#### ANNUAL REPORT OF THE EXECUTIVE COMMITTEE.

Whatever changes have passed over the world during the last quarter, the Honolulu Sailors' Home has continued onward in its career of usefulness. Its doors have always been open, and accommodations always provided for those for whom it was built, and others who concluded to avail themselves of its privileges. Many thousands of seamen, and others, have here found a quiet temporary resting place. In reviewing the history of the Society, we notice that some of the original officers are living, while others have passed away. Judge Allen, our Minister at Washington, was the first President; Judge Lee, one of the Trustees; Judge Robertson, another, and S. N. Castle, another, while Capt. Babcock was one of the Floating Committee. Mr. Castle has been among those of the Trustees during all the period of the society's existence, and he is now our honored President, while the Seamen's Chaplain has always acted as Chairman of the Executive Committee in preparing the Annual Report.

The corner-stone was laid by His Majesty Kamehemeha IVth, on Restoration Day, 31st of July, 1855. We have always admired the address of His Majesty on that occasion as peculiarly appropriate, and we remember it was written out in his own hand writing, when called for by the printer.

'The laying of the corner-stone of an edifice destined to add to the welfare and happiness of seamen, is an occasion interesting to every member of this community. The hardships with which the sailor contends, and the dangers which he braves, bring us ease and security. Had he never steered his ships into our waters, Honolulu might simply have retained its position as a fishing village, or become, by this time, a deserted beach. I hope the day has passed for any class of men to be valued only for their strength, and adaptability to the purposes of others. The sailor, the miner, the seamstress, and even the slave, for generations to come, will all have cause to bless the Nineteenth Century. In raising this Home, we endeavor to act in accordance with the spirit of the age, by seeking to ameliorate the condition of a preponderating element of our foreign, and a very considerable one of our native, population.'

The moral wants of the sailor demand our care equally with those that are physical. The facilities offered to him on shore, as a reasonable and responsible being should be multiform, in order to counteract the disadvantages inseparable from a life at sea. For his own sake, and that of every community he visits, he should ever be found an orderly and intelligent member of society. Institutions of this character will help to make him so. Entertaining these feelings towards sailors, I did not hesitate to assist in the ceremony of to-day, and I esteem myself happy that my name is associated with this good work.'

The Society has always been peculiarly fortunate in securing good and reliable managers:—Mr. and Mrs. Thrum, 1856–1859; Capt. and Mrs. Oat, 1860–1863; Mr. and Mrs. Miller, 1864–1865; Mrs. Crabb, 1866–1871; Mrs. Whiteous, 1871–1873; Mr. and Mrs. Dunscombe, 1873—.

During the last ten years, the Y. M. C. A. has sustained a Reading-room at the Home, which has been much frequented, and never more than at the present time.

Although whaleships have ceased to frequent this port—only one coming this year—yet merchant vessels have increased, and vessels of war come occasionally, as in former years. The necessity for sustaining such an institution remains as urgent as ever. It forms a central place of resort for friends of many good enterprises, including Bible and tract distribution. So manifest has been the usefulness of this institution, that it has never been allowed to become encumbered with debt, and the community has always most generously responded when appeals have been made for its support.

It should not be forgotten, that in the early days of the Home, representation of Government officers, among the Trustees, led to a thorough review and remodeling of Hawaiian Laws relating to the proper treatment of seamen. Some years ago, when the friends of seamen, in the United States desired the enactment of new laws relating to seamen, copies of our Laws and regulations were applied for, and when the newly-framed laws were passed by the United States Congress, it was manifest that hints at least were suggested by Hawaiian laws and regulations relating to seamen. No candid observer can possibly review the history of the Home for a quarter of a century and not acknowledge its great usefulness to seamen, strangers, and others. At the present time, all our Consuls send their distressed seamen thither when they are not under medical treatment at the Queen's Hospital. Many of the boarders of late have been sent by the planters' agents. Hence, to close its doors, and suppress its various agencies, would be a serious loss to the community.

SAM'L C. DAMON, *Chairman of Ex. Com.*"

The following reasons have operated to render the Home a success:—

1. It is situated in a good place.
2. The Hawaiian government has always been favorable,—granting the site, not charging any license or water rates, and otherwise favoring the enterprise.
3. The Christian community in Honolulu is ever ready to aid.
4. Excellent managers have always been secured.
5. The benefits of the Home have always been manifest.
6. God's blessing has always seemed to rest upon the Institution.

#### *Personal Intercourse with Seamen.*

The longer I labor among seamen the more am I impressed with the importance of *personal intercourse with them*, in order to do them real spiritual good. The laborer in this field must meet them as Christ met the woman at Jacob's well, or Zaccheus on the tree. So sailors must be met in the street, along the wharfs, on ship-board, or wherever in the Providence of God the chaplain chances to fall in with them. They remember words of kindness when properly addressed to them. I am continually meeting with facts illustrative of this remark. A few days ago a Lieutenant from the U. S. S. — called at my house and pleasantly remarked that he came to make an apology, adding that in 1849, or 1850, or about thirty years ago, when a boy attached to a whale ship, he and another lad were met by the chaplain and family on their way to church one Sabbath morning. He was invited to accompany them, but as he did not, he now wished to say that he regretted it, in as much as it had been a source of trouble to him ever since. This officer, let me add, was a Lieutenant on board the ill-fated *Cumberland* when one hundred and twenty of her crew went down in Hampton Roads. I be-

lieve he was the officer to give the order to fire the last gun at the *Merrimac*. He commanded the gun at which sixteen of her gunners were killed! During the civil war he was twenty-eight times under fire, yet he escaped and returned to Honolulu to apologise for not accepting an invitation to attend church! How wonderfully memory and conscience keep up the record of our lives!

*Seamen of all kindred and tongues "standing up for Jesus." — The Books they are reading.*

At one of our meetings during the late "Week of Prayer," I noticed three man-of-war's men present. One made some highly appropriate remarks. On leaving the lecture room they called at my residence. They were all strangers and I was much pleased with the appearance of these men; one was a German, another a Swede, and the third a Canadian. During our interview I learned that the German had professed his faith in Christ at the Presbyterian church in Vallejo, Cal. On being asked if he desired some "sea-reading," he replied, "No," as he had expended \$20 for books, since being in port. Among his purchases he mentioned having bought Johnson's Lives of the English Poets, Pope's Poems, Cowper's, and several other standard authors. The Swede remarked that his principal reading was the *Bible*! He was a member of the Methodist church in Gottingen, Sweden. The Canadian, who was a Quarter-master, remarked that he read, or studied, at sea, "Green's Analysis of the English Language," "Greenleaf's Algebra," and "Davis' Geometry." The latter did not "profess religion," but he said that he "hated those who made rum, those who sold rum, and almost those who drank it." When this man's heart shall become softened and mellowed with the purifying influences of the Holy Spirit, I think Christ will have a good disciple.

*Seamen's Service on Shipboard.*

Among some old letters I recently found the following, dated more than thirty years ago. It is written by an old New London master of a whale ship:—

"AT SEA, December, 24th, 1847.

*Dear Brother Damon:*—I hasten to improve this opportunity of writing these few lines to you, knowing you are always anxious to hear from all those who love the Lord Jesus. I have nothing especial to communicate only that we are all well, and I hope this may find you and yours enjoying the blessings of health and a great portion of the Holy Spirit of Jesus. We have meetings every evening on board, and enjoy ourselves very much. I shall ever remember you and your deep interest for my welfare. I would write more, but have no time.

Believe me yours in the bonds of Christ,

W. R. B."

*Improvement among Sailors.*

I might write a volume filled with pleasant reminiscences of my interviews with the hardy men of the sea, belonging to almost every nation on the earth. Forty years' labor among them has created in my heart, a warm sympathy for all those "that go down to the sea in ships, and do business in great waters." As a class I believe they are improving, and among them will be found many genuine and earnest followers of Him who gathered his disciples among the fishermen on the beautiful shores of the lake of Genessaret. It is a note-worthy fact

that so many of Christ's disciples were fishermen on that lake, and subsequently became "fishers of men," as they cast their nets into the great ocean of humanity. One of our Savior's most solemn and impressive parables relates to this subject:—"The Kingdom of Heaven is like unto a net that was cast into the sea and gathered of every kind, which, when it was full, they drew to shore, and sat down, and gathered the good into vessels, but cast the bad away. So shall it be at the end of the world, the angels shall come forth and sever the wicked from among the just, and shall cast them into the furnace of fire: there shall be wailing and gnashing of teeth."

HONOLULU, January 14th, 1880.

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*For the Sailors' Magazine.*

## THE SEAPORTS OF THE BIBLE.

BY REV. J. E. ROCKWELL, D. D.

### XIII.—PORTS OF THE ÆGEAN SEA

The cities which lie along that vast indentation of the Mediterranean coast now known as the Grecian Archipelago, are chiefly brought to our notice in the Scriptures by the accounts of St. Paul's missionary journeys, made partly by land and partly by coasting voyages, on his way from Antioch and Cesarea to the eastern parts of Europe. The country of whose commerce they are the outlet was called by the ancients, Anatolia, but is spoken of in the New Testament as Asia, and is now known as Asia Minor. It is that Peninsula which has for its eastern limit a line drawn from the Mediterranean to the Black Sea, and which stretches on westward to the shore directly opposite to Greece. The sea which flows between these two coasts is dotted with islands, many of which are famed for their beauty and fertility, and were once filled with flourishing cities and a vast population. The coast which borders upon the Ægean Sea is bold and irregular, with numerous bays and estuaries which afford safe harbors for ships

and convenient outlets for commerce. The whole region is girdled by mountains which sometimes approach closely to the shore, and run backward through the whole peninsula. Numerous rivers run down to the sea and enrich the valleys and plains through which they pass. The climate is perfect, especially on the western slope of the country. The soil is eminently fertile, producing a vast variety of fruits, wine and oil, while the mountains are covered with forests which afford an inexhaustible supply of timber for ship building and for domestic purposes.

During a period of 3,000 years, going back to the obscure age of Semiramis, this beautiful country was the prize for which the nations of Asia contended. Here was the seat of the old Trojan kingdom of Priam. Here Greece established many of her most flourishing colonies, and here Crœsus, the Lydian monarch, ruled over a vast and rich country. So attractive a prize drew thither the armies of Cyrus the Persian, and afterwards fell into the hands of Philip and

Alexander of Macedon. And at length the Roman legions swept over the land, and added it to the provinces of the great power that for ages held the whole world in its grasp.

Here in this wonderful region Homer sang,

"Achilles' wrath, to Greece, the direful spring  
Of woes unnumbered."

Here Thales and Pythagoras were born and taught the people their systems of philosophy, and here famous artists and poets left behind them imperishable names. The whole coast was lined with important cities celebrated in history and in song, and associated with classic legends which were old even when Paul passed over these scenes on his mission as an apostle of Christ to the Gentiles. It was in the course of his second and third missionary journeys that he visited the ports of the Ægean Sea, making known to the people the Gospel of Christ and establishing among them many christian churches. The most distant of these was *Thessalonica*, which lay upon the extreme north-eastern coast of the Thermaic Gulf. The original name of the city had been Therma, but its present name had been received in honor of the sister of Alexander, either at her birth, or, as some say, on the occasion of her marriage with Cassander who rebuilt and enlarged it. As the power of Greece waned, this city rose in importance. When Macedonia, of which it was the chief port, was divided under the Roman authority it still retained its influence as the metropolis of the province in which it stood.

Its position was every way favorable to its growth. It stood on the *Via Egnatia*, the great military highway built by Rome to connect with her the provinces of Asia,

that lay north of the Ægean Sea, and was the principal station on that road. It was also the outlet for the wealth of a vast territory, and in its spacious harbor the largest vessels might discharge and receive their freight. It was built upon the side of a hill sloping to the sea; and was every way sightly and beautiful for situation. Even in the age of Paul it divided the commerce of the world with Corinth and Ephesus. With a commodious and safe harbor, and with the command of all the great thoroughfares of Macedonia through which its products reached the sea, it seized and has ever since held a large share of the commerce of that populous and productive region.

Under the Romans into whose hands it fell, 167 B. C., it increased in wealth and influence, and attained a population of 220,000. Here Paul came with Silas by land, after having been driven out from Phillipi, and after most shameful treatment from the city authorities. He found a mixed people of Jews, Greeks and Romans, among whom he at once began his labors as an Apostle of Christ. As usual he entered the Synagogue and opened to his brethren the nature of the Gospel. The result of his preaching was soon apparent. Some of the Jews believed the truths which he alleged concerning Christ and adhered to Paul and Silas, and great multitudes of the Greeks and of the chief women of the city were converted. The success which attended his labors excited the envy of the Jews, who gathering to themselves the elements of lawlessness and violence which exist in every large city, assaulted the house of one of the citizens who had entertained the Apostle, and created an excitement

so intense and general that it was thought best for the missionaries to depart from the city, at least for a while. But the seed which he had sown took deep root despite this opposition. A Christian church was organized to which Paul addressed two important letters. And so the city regained its lost reputation, of which a hint is given in the contrast between it and the people of Berea,—“These were more noble than those of Thessalonica, because they heard the word with all readiness of mind and searched the Scriptures daily whether these things were so.” For many centuries its influence as a Christian city was widespread. The Apostle speaks of the Thessalonians as examples to all that believe in Macedonia,—from whom the word had sounded forth in Macedonia and Achaia and in every place their faith was spoken of. Amid the revolutions which swept over Asia and Europe, Thessalonica held its own as a Christian as well as a commercial center. Its bishops were found in the great councils of the church, and held forth the Gospel to the various tribes who swept over the Roman Empire and wasted its power. Even as late as the twelfth century it had distinguished Christian preachers and authors.

Under the modern name of Saleniki it is still the home of the Greek church, and has a population of 70,000, with an active and growing commerce. A few interesting remains of the city as it existed at the time of Paul are still pointed out to the traveler who looks over the same hills and waters that the Apostle saw, as he came thither on his great errand as an ambassador for Christ.

About sixty miles east of Thessalonica, lying upon the great Ro-

man road and near the Stramonie Gulf, is the city of *Amphipolis*. It was founded by a colony of Athenians 500 years B. C., and was an important center of Grecian commerce when Paul came to it from Phillipi. The river Strymon, on which it stood, nearly surrounded it, spreading out not far from the shore into a beautiful lake, between which and the sea the city stood. Its position was important as being the outlet for the products of an exceedingly fertile region which is still covered with plantations and villages. The pass upon which it is situated, cut through the mountains that skirted the sea, and numerous roads led to it from the surrounding country and opened to this port the commerce that was for many years extensive and important. Here Paul, as elsewhere, proclaimed to its inhabitants the Gospel of the grace of God. An obscure Turkish village now stands upon the spot, and the city which was once the object of strife between Philip of Macedonia and the Athenians, and in which Paulus Æmilius, after the battle of Pydna, proclaimed liberty for the Macedonians, has passed away.

Thirty miles north-east from Amphipolis, upon an indentation of the Thracian Sea and twelve miles from the island of Thasos, stood *Neapolis*, where now lies the busy port of Kavalla in which are still found remains of the ancient city. This was the seaport of *Phillippi*, which lay ten miles inland, and with which it was connected by a substantial road. It was here that Paul landed on his way from Troas to Macedonia, sailing northward by the island of Samothracia and landing at Neapolis for the purpose of visiting Phillipi. The port stood upon a

high, rocky promontory, within a harbor having an entrance about a mile and a half in width, affording safe and excellent anchorage, and being one of the important naval depots of Rome. When Paul sailed into it he saw, as elsewhere, the ships of all the Mediterranean ports lying at anchor, or entering and leaving the harbor. Among them were the triremes, or war vessels propelled by three banks of stalwart rowers, which were evidences of the power with which Rome maintained her supremacy over her provinces, while large ships from Alexandria, and the Phenician, Grecian and Asiatic ports were landing their cargoes to be carried on to Phillipi, then the representative of Roman authority in this region. Between Neapolis and Phillipi lies a range of high mountains, through the defiles of which the road which unites them had been cut and over which Paul and his companions traveled in the prosecution of their missionary journey. It was here that the last battle had been fought in the time of Brutus, which decided the fate of the Republic of Rome, and here the messenger of Christ was now approaching with tidings of peace and freedom to all who were willing to enroll themselves under the standard of the Cross of Christ.

But little notice is made of Neapolis in the New Testament except as the landing place of Paul when about to enter upon his labors and trials in the city of which it was the port, and where its commerce found an opening to the sea.

In the record of the Apostle's travels the port from which he sailed to Neapolis was *Troas*, which lies upon the western coast of Asia, and where he had that remarkable vision of a man from Macedonia

saying, "Come over and help us." As he approached this spot by the Roman road that follows the northern shore of the Gulf of Adramytium, he could not but have recalled the intensely interesting history with which it was associated and with which the brilliant scholar, as well as the devout Apostle, was familiar.

Though Alexandria Troas was comparatively a new city, having been peopled by the successors of Alexander, it stood amid scenes of great historic and poetic interest. Upon this plain rose the walls of ancient Troy, the seat of those wars which Homer and Virgil had celebrated in immortal verse, to whose coasts a vast navy of nearly one thousand two hundred ships had brought the army that had gathered from Greece to avenge the insult to Menelaus the king of Sparta, from whom Paris, the son of Priam had stolen his wife, the beautiful Helen. Over these plains swept the mighty army of Agamemnon, led on by Ulysses and Nester and Neoptolemus. And after a long and bloody siege the city fell and sunk into its grave. But in the time of Alexander and his immediate successors, a new Troy arose, and here it was that now the Apostle proclaimed a mightier name than that of all the Princes of Grecian story, as he was passing on his way to fulfill the work assigned to him. To him every field had a voice and a song, and though old Troy had disappeared, the mountains, waters and islands upon which he gazed were the same that Homer and Virgil had sung. Behind the city lay Mount Ida, and before it was the island of Tenedos, and far across the blue waters rose the lofty Mount Athos, the first land in Greece that spread before him.

The city of Troas must have been a town of some importance when it was visited by Paul. He was there twice; once on his way to Phillipi, and again on his return. Here a Christian church was established, as is evident by the account of his second visit, where, upon the first day of the week, the disciples came together to break bread. Twice in his epistles he alludes to Troas; once in 2 Cor. ii: 12, where he speaks of coming there to preach Christ, and again in 2 Tim. iv.: 13, where he requests his young brother to bring with him the cloak which he had left there. The city continued to flourish long after Paul's visit there, so much so that Constantine had some thoughts of making it the capital of the Eastern empire: so it is still called Eski-Stamboul, or old Constantinople. Some of the walls of the old city are yet standing, and the outlines of the harbor may be traced in a basin four hundred feet long by two hundred broad. Here the ships entered that carried the Apostle over these waters of the *Ægean*, on his great work of making known to the Gentiles the news of salvation through Christ, amid the scenes of former conflicts between mighty armies, and bloody struggles for earthly triumphs and supremacy.

Nineteen miles south of Troas, on the northern shore of the Gulf of Adramyttium, lies *Assos*, connected by a Roman road with the interior, and noticed only as the point to which Paul walked after his visit to Troas, while his companions sailed thither in the ship that was to take them to Miletus. It is now an insignificant village called *Beirum*, built upon a high ridge of land facing the shore. But in the times of Paul it must

have presented a scene of great interest as he approached it in his solitary walk along the Roman highway, or looked upon it from the ship as he sailed away. Along the shore was a terrace with a long portico raised upon a wall of rock, approached through a magnificent gateway, by a long flight of steps. Still higher up was the theater from which was had a fine view of the sea, and upon a granite cliff stood the citadel, built of Greek masonry. Some of the ruins of these buildings still remain, presenting abundant evidence of the beauty and magnificence of this old seaport of the Greeks on the coast of Mysia.

*Adramyttium*, which lies at the head of the Gulf which bears its name, is noticed only twice in the history of Paul, as the port from which the ships sailed in which he went to Troas, and again into Italy, after his appeal to Caesar from the unjust judgment of Festus. It is evident that the place was an important seaport, which had a large commerce and frequent communication with the Asiatic and European coasts of the Mediterranean. The modern town of *Adramytti* is its representative, and still has considerable trade and ship building.

Upon the island of Lesbos, famed for its wine, its music and its poets, stood the port of *Mitylene*, incidentally noticed in the account of Paul's return from his third missionary tour. It stood upon the eastern side of the island, and its harbor afforded a convenient anchorage for the ship where it might lie through the night in the voyage from Assos, southward. It was long celebrated for its beauty and still retains much of its ancient appearance and commercial importance.

The name of *Chios*, the modern

*Scio*, occurs only in the history of Paul's return voyage and then simply as a landmark by which they could record their daily progress. Just east of this, upon the mainland, lay a large and important port which Paul never visited, but which is of deep interest to the Christian student as one of the seven churches of Asia. This was *Smyrna*, which had been built in the time of Alexander upon the ruins of a city whose origin dated back to the age of ancient fable. It was long one of the richest and most powerful cities of western Asia. It stands upon a plain between Mount Pagus and the harbor, and still retains its ancient position as a seaport, having a fine commerce and extensive communication with the country in the interior.

Its citadel, or *Acropolis*, stood upon the mountain on whose slopes the city is built. To the church which had been established here, the Savior addressed a message full of tender sympathy, forewarning them of coming persecutions, yet strengthening them for the trial by precious promises. Here Polycarp, the disciple of John, lived and preached and suffered martyrdom, and with him several others also were put to death, and since those times the city has frequently been the scene of similar sufferings, witnessing at one time the butchery of one thousand five hundred Christians by the Moslems. So the prophecy of the Apocalypse has been fulfilled, and the city is still the center of noble Christian influences which are spreading outward through the work of modern missions. The trade of Smyrna consists largely of fruits which are brought in by camels from the interior, and then sent on shipboard for all parts of the world.

*Ephesus*, where stood another

of the seven churches of Asia, lies about thirty-five miles south of Smyrna, and then comes *Miletus*, which has a special and tender interest as the scene of Paul's final interview with the elders of Ephesus, for whom he had sent, and who came here to bid him farewell. The city was founded by the Cretans, and rapidly grew in importance and power. Its inhabitants early applied themselves to commerce and planted numerous colonies in various parts of the world. Its hardy and fearless sailors visited the most remote regions along the Propontis and the Euxine Sea, and on the southern coasts of the Mediterranean. And when Paul entered the harbor he must have seen, on every hand, the bustle and excitement of a great seaport. Here stood a heathen temple dedicated to Apollo, in which was an oracle that was famous as late as the fourth century. Here also a Christian church was established, and Paul found himself, on landing here, in the midst of Christian brethren who exhibited a tender interest for him and remained with him until he entered the ship which was to bear him from there to other scenes of labor and of trial. Upon the shore whither they had gone with him, he kneeled down and prayed for them all, and then left them sorrowing for the words he had uttered "that they should see his face no more."

Great change has taken place in that once busy mart since that scene was witnessed. The coast has so risen that the site of Miletus is now ten miles from the sea, and the havens in which proud fleets rode at anchor have disappeared. The city fell into decay after it had been conquered by the Saracens, and is now only a mass of ruins.

So the busy centers of commerce which for ages were the seats of affluence and social and political power pass away to be forgotten, and new cities arise and flourish and in their turn decay. All human institutions are thus mutable. God only is unchanging, and his word abideth forever. The gospel

which Paul preached along the coasts of the Ægean Sea is still vigorous, though the cities where he labored have sunk into their graves. And they who heard and believed his instructions are citizens of the heavenly Jerusalem which Time can never waste nor age and change destroy.

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### THE BRIGHT SIDE.

BY A. R. STILLMAN.

Let me tell you of a little sermon I had preached to me the other day. I had stopped for a moment's chat with a friend on the street, and, as she turned away, she said, with a beautiful smile illuminating her sad, patient face,—“I am so glad I met you. It will be something pleasant to tell Bessie when I get home. ‘*There is always something pleasant,*’ Bessie says.”

That smile, those cheerful words, looked at against the background of her darkened life, filled the heart with unspeakable reverence. As this is a true sketch I may not lay bare to you the story of her sorrows; enough, that all the world could give her she had once enjoyed; all that the world could take from her she had lost,—husband, health, beauty, station, wealth, and friends; and even while in her only child her love found its one solace, it was a love made holier by tears, for not only was Bessie’s early girlhood blighted by a painful spinal disease, but God had laid on her that sorest chastening of his hand—she was blind. Yet “there was always something pleasant,” Bessie said.

Well, that was my text; and, to tell you the truth, my sermon began where our minister’s usually leaves off, with a bit of application,

and I told myself right heartily that it was a shame when Bessie was so easily pleased, and I could therefore, many a time, even with my limited capacity, give her little pleasures, I so seldom remembered to do it, and that it would be still more of a shame if, after this, I did not do better.

Just at first a great tide of pity swelled into my heart to think how barren of joy those lives must be in which such atoms of pleasure could be so eagerly picked up and made much of; yet it was not, I knew, the emptiness of their cups which had taught them so deeply to appreciate whatever drops of balm God let fall into them. The secret lies in the heart more than in the circumstances. If dear blind Bessie has the spiritual vision to see “something pleasant” in every day of her darkened life, I think you and I might almost envy her; at least, we might learn of her. For it is so gloriously true, when one comes to think of it: there is “always something pleasant.” I do not mean on those rare days of blessedness when the “cup runneth over,” but on those we are apt to call commonplace and dull, if not dreary. If, as we wake each day, we could take directly and freshly from God’s hand the quick

pulse of health with which we go forth to the day's labor, and the sight which revels in his wonderful blue sky and beautiful familiar daylight—in fact, every one of the common comforts of life, one by one, as they come to us, we would learn to feel that "his goodness is new every morning," while along the day's walk little blessings, like violets, will shed their sweetness on our way, and we will always meet their glad blue eyes when we stoop to look for them under the leaves. Even if the waking be one of pain and languishing and weariness, cannot you remember some time when

"An early flower, unasked, bestowed;  
A light and cautious tread;  
A voice to gentlest whispers hushed  
To spare an aching head,"

has given you "something pleasant" to think about all day?

Once, after a very painful illness, I tried to note down the purely pleasant things of those weary days, and after filling three great pages, left off tired, not having told half; and another time I can remember being refreshed and helped through the slow watches of a fever-stricken night by just looking at a great white tea-rose glimmering in a tumbler on the windowsill, sent by a thoughtful friend. These are all little things, to be sure; but I think, if we often bring the magnifying-glass to bear upon our pleasures and more seldom upon our trials, we would be happier, and God would be more glorified. I very much doubt if any of us are as happy as we might be.

Even in lives left bare by some great desolation, I think it is still true that there is "something pleasant." Do you not remember in the grand mountain places, where riven rocks betrayed the

footsteps of the storm, how the delicate ferns and pretty little wild-flowers filled up the ghastly rents, and how the tender lichens and mosses covered over the scars?

If God does not "show forth his loving-kindness in the daytime," then "he giveth songs in the night." "When God takes away the sunshine he gives us the stars." The great secret is in *being willing* to be pleased with trifles when God has put the great joy out of our reach.

Yes, there is "always something pleasant," and God ever-present in all, and through all, and above all, and the hope of heaven, like a day-star, giving us promise of a glorious dawn.

One afternoon a teacher was returning, sick in heart and body, from a day of joyless work, and on her way she passed a little shop kept by an old negro woman, who was just then standing on the sidewalk arranging some of her wares, carrying on at the same time, in the easy, unembarrassed manner of her race, a religious conversation with some one inside. As the weary feet toiled slowly past, the aching heart caught just these homely words: "De Massa mighty good to his suff'rin' people. Nebber min', honey, he'll gib you Heben bymeby." *But they healed the ache.* —*Ill. Christian Weekly.*

### The Pioneer Steamships.

The man to whom England chiefly owes the establishment of her oceanic steam navigation was Isambard Kingdom Brunel. To his original genius, and to the honorable rivalry between him and the younger Stephenson, we are indebted for the broad-gauge railway, and, in no small degree, for

the high speed of the locomotive. In 1819 an American ship of 300 tons burden, named the *Savannah*, built at New York, with engines of small power, and paddles made to ship and unship, actually made two voyages across the Atlantic. But no serious steps thus to link together the two hemispheres were made until October, 1835, when, at a meeting of the directors of the Great Western Railway, one of the party spoke of the enormous length, as it then appeared, of the proposed railway from London to Bristol. Mr. Brunel exclaimed, "Why not make it longer, and have a steamboat to go from Bristol to New York, and call it the Great Western?" The suggestion, treated at first as a joke, soon engaged the serious attention of three of the leading members of the board. A tour of the great ship-building ports of the kingdom was made in order to collect information. In the report of the result of the inquiry, Mr. Brunel inserted a paragraph which laid down the principles on which the success of oceanic steam navigation wholly depends. It was simply this, that the resistance to the passage of vessels through the water increases at a lower rate of progression than their tonnage. At equal speed, a vessel twice the size of another will encounter four times the resistance. But its capacity, or tonnage, will be eightfold that of the smaller vessel. By a well-proportioned increase of size, therefore, it is possible to employ far more powerful engines, to carry enough coal for the consumption of a long voyage, and at the same time to have ample accommodation for passengers and goods. So true is this principle, that it is now admitted that the economical limit to the size of vessels, is imposed rather by the

dimensions of ports and harbors, than by the exigencies of the shipwright. Speed, also, may be considerably increased by the employment of more powerful engines; the limit to ocean speed being imposed by another physical law, to the effect that the resistance increases as the cube of the velocity.

The logical soundness of Mr. Brunel's position was impugned by those scientific men of the day who were not engineers. At a crowded meeting of the mechanical section of the British Association at Bristol, in August, 1836, Dr. Lardner declared that a vessel of 1,600 tons, provided with 400-horse power engines, for a voyage to New York, must carry 1,348 tons of coal, besides the weight of the engines, which he put at 400 tons. "He thought it would be a waste of time, under the circumstances, to say much more to convince them of the inexpediency of attempting a direct voyage to New York."

Mr. Brunel's reply was the launch, July 19th, 1837, of the *Great Western* steamship. The length between perpendiculars was 212 feet; her load displacement was 2,300 tons; her engines and boilers weighed 400 tons, besides the 80 tons of water contained in the latter. After a narrow escape from fire, in which Mr. Brunel was picked up insensible, the vessel started from Bristol on Sunday, April 10th, 1838, and struck soundings at Newfoundland on the ninth day. She arrived at New York on the 23rd, with 200 tons of coal, out of her provision of 660 tons, still on board. Stimulated by the courage of the directors of the *Great Western*, the St. George Steam Packet Company had bought the *Sirius*, a vessel of about 700 tons burden and 320-horse power, which they despatched from Cork

eight hours before the *Great Western* left Bristol. With the advantage of about thirty-two hours start, including time and distance, the *Sirius* arrived at New York in the morning of the 23rd, the *Great Western* arriving in the afternoon of the same day. "They were received," says an American writer, "with the utmost enthusiasm. They were saluted by the forts and men-of-war in the harbor; the merchant vessels dipped their flags, and the citizens assembled off the batteries, and, coming to meet them in boats of all kinds and sizes, cheered heartily." A few days later the two steamers started on their return to Great Britain; the *Sirius* reaching Falmouth safely in 18 days, and the *Great Western* making the voyage to Bristol in 15 days; the latter meeting with head winds, and working, during a part of the time, against a heavy gale and in a high sea, at the rate of but two knots an hour. The voyage occupied about half the time usually allowed for the sailing packets. Thus was inaugurated "a trans-oceanic steam service which has steadily grown in extent and importance. The use of steam power for this work of extended ocean transportation has never since been interrupted." On the Cunard line of packets, between Liverpool and New York, there are now fifty steam vessels, with an aggregate amount of nearly 50,000 horse power, making the passage frequently in eight days. The use of iron and steel, the introduction of the screw-propeller, and the saving in fuel accomplished by the use of the compound engine, have brought the steam vessel to such a state of perfection that sailing vessels are now rarely built in this country, except for the purposes of yachting.—*Edinburgh Review*, Oct., 1879.

## How Marblehead Fishermen Saved the Constitution.

Gen. Butler, in his recent campaign, very adroitly entertained the men of Marblehead, Mass., with accounts of heroic deeds, in which fishermen took a hand.

From your harbor, said he, was fitted out and sailed that privateer that captured the powder-ship of the British army which supplied the troops of Washington when they were encamped around Boston and Cambridge. In later years, Marblehead furnished from its hardy ship fishermen the crew of the ill-fated *Chesapeake*, that engaged in deadly conflict with the *Shannon* in Boston Bay, when the gallant Lawrence gave up his life but not his love for his country, and with his dying breath exclaimed, "Don't give up the ship." (Prolonged applause.) Afterwards the glorious old *Constitution* was manned from Marblehead substantially when she led the whole British fleet in that memorable chase of thirty-six hours, and when the wind failed to stir the sails of the American ship, the sturdy sons of Marblehead at the oar, towed her away out of the reach of the British guns. (Prolonged applause.) Nor was Marblehead unrepresented in that gallant crew and heroic officers, when the *Guerriere* was taken. Marblehead has not done with the old frigate *Constitution*. In 1861, when it was my good fortune to command the Eighth Regiment of Massachusetts militia, of which Marblehead furnished the largest company (applause), we landed at Annapolis on Sunday morning and found it almost in a state of siege from the "plug uglies" of Baltimore, for it was held by that gallant old commodore, Blake, who, with his midshipmen formed the garrison. The

practice-ship *Constitution* lay at the wharf, and the first question asked of me by the commodore, when he came aboard the *Maryland*, which brought us down from Havre de Grace, was, "Can you spare me any men to help me out with the frigate *Constitution*? I can't bear to see her fall into the hands of the rebels. Will your orders permit you to aid me?" And the tears welled up into the old man's eyes as he spoke. "Why, Commodore," I replied, "I am here without orders. I came here on my own hook. (Great laughter.) I was ordered to go to Washington. I couldn't get there through Baltimore, because they had burned the bridges, so I am going to march from here. I certainly can spare men to rescue the *Constitution*." "Well," said he, "but what shall I do? I have no men to man her. I have no sailors who know how to sail her. What can I do, even if we get her away from the wharf?" Said I, "Don't trouble yourself, Commodore Blake; I have a company of Marblehead men in my regiment, under the command of Captain Martin. I will put them on board the *Constitution*. They know how to reef and steer and pull an oar, and they will sail the *Constitution* as their fathers did before them." (Cheers.) From that moment the *Constitution* was safe. (Renewed cheers.) They raised her anchor. They lightened her so that she could arise from the bed of mud in which she had been encased by lying there for a long time. They lightened her up by whipping her guns on board the *Maryland*, and then towed her out. She set sail, manned by men of Marblehead and guarded by a company from Salem—the Salem Zouaves (prolonged applause)—and went safely to New York.

## The Sea.

"*The floods have lifted up their voice; the floods lift up their waves:*" Ps. 93rd.

### I.

*The floods lift up their voice!*  
Deep from all old Ocean's caves  
Breaks the thunder of the waves—  
Hark how they rejoice!  
Low from all her valleys creeping,  
High into the heavens leaping;  
Now they mirror forth the skies,  
Now they shed the rainbow's dyes;  
Rearing, bounding, laughing, glancing,  
Foaming, curling, marching, dancing;  
Still they thunder to the sky;  
And forever is the theme  
The glory of the Great Supreme.

### II.

*Their voice in joy doth burst:—*  
The song which through the heavens rang,  
When the young stars of morning sang,  
They heard it at the first;  
And tho' that song was changed to woe,  
By dark rebellion long ago,  
Its first tones faintly echo now;  
As when among a thousand strings  
Which breathe in one harmonious tone,  
One only jars, and wildly flings  
Forth on the air notes all its own;  
Yet tones so sweet they seem to be  
Notes of some long lost minstrelsy;  
Such notes of joy do rise  
From ocean to the skies.

### III.

*The dark floods speak in wrath!*  
Down on their face the thunders spring,  
And o'er them with its fiery wing  
The lightning makes his path.  
The tempests settle on the deep;  
The wild tornadoes madly sweep;  
And the great billows heed the nod  
To do the vengeful work of God.  
Far down upon their floor of stone  
The fragments of their wrath lie strown;  
While ever o'er their dreamless sleep  
The roaring, chafing waters sweep,  
And vengeance deep calls to deep.

### IV.

*The waters speak in love:—*  
While on their face the winds are sighing  
Faintly, as the breath of dying—  
How wantonly they move,  
So deep and peaceful is their rest  
The stars are pillow'd on their breast  
The ship across their surface flies,  
Freighted with human destinies;  
The fins of speckled monsters shine,  
Glancing through the laughing brine;  
Many a bird, like some sea blossom,  
Skims his circuit o'er their bosom;  
All is peaceful, gentle motion,  
Boundless, glorious, mighty ocean!  
To man thou givest stores of wealth;  
To man thou givest joy and health:  
Ah, yes, in love,  
Thy voice doth move;  
Yet when the tempest makes his path  
Across thy face, thy voice is wrath:  
But still, whate'er thy tones may be,  
It is their praise, Great God, to Thee!

## WORK AMONG SEAMEN.

## CORRESPONDENCE, REPORTS, &amp;c.

We summarize full reports and letters, in hand for two months past, from various stations,—the pages of the MAGAZINE, last month, having been occupied with other and special matters. The first is from

## St. John, N. B.

Rev. JAMES SPENCER reports that in connection with other labor, he preached, in 1879, eighty-two sermons to seamen, and held twenty-eight prayer meetings. He paid ninety visits to sick seamen; in all one hundred and four visits to sailors on board ships, and distributed 14,000 pages of religious reading. During the year there were 425 American vessels in port, with crews numbering 2,553 men.

—♦—  
Labrador Coast

## BONNE ESPERANCE HARBOR.

From late Labrador letters, we quote the following, dated Oct. 10th, 1879. "The fall has been a mild one compared with some past seasons, and we have only begun lately to have anything like hard frosts. Miss WARRINER is quite well, and we are glad to hear that Miss HAMPTON had a very quick passage up to Quebec. The people are beginning to move into winter quarters, but the delay of the Quebec vessel still keeps many at their 'outside' homes." Later on (October 14th) Mr. BUTLER mentions the arrival of the above schooner, and the consequent joy among the people on the coast; the winter supply of provisions for most of the families (the Mission house included) was on board. The people were beginning to express fears that it had gone ashore on the way down. Speaking of the amount (\$12 56) collected from the "Young People's Missionary Society," Mr. B. says, "all have not brought in their contributions. One young man who has been two years in the United States, sent me \$2 a few weeks ago, say-

ing that although absent he felt he must do something for the Mission. The people generally have been rather slow in bringing in their contributions this year. Those from the vessels were pretty small; as the Nova Scotian vessels, which are the largest givers, were not so many of them here, as usual. The amount is \$11 20, which I have used for some of the lumber from Quebec. Work on the church has gone on a little farther. I think it will be ready for us to occupy next year. With regard to the money sent by the children, I think it might be well to apply it to some foreign mission work. They have heretofore given to their own Mission, but I have thought that something might now be done outside, and that they should be encouraged to consider the work of missions abroad."

—♦—  
Ramsgate, England.

We have a letter dated January 24th, 1880, from Mr. WILLIAM WHITMORE, Seamen's Missionary at this harbor, in which he says:—

"It is very cheering to look upon the past and see what has been accomplished among the men of the sea during the last fifty years. How many have been the efforts put forth for the social, moral and spiritual improvement of seamen in the establishment of Homes, Hospitals, Savings Banks, Nautical Schools, Asylums for Seamen, Bethels, Chaplaincies, &c. Now that all this machinery, which is still multiplying, has been put in motion, which has proved so effective in improving the general condition of sailors,—to my own mind, *that which is especially needed at the present time is daily remembrance in prayer, for the renewed conversion to God, of all laborers in the vast field of sailors' evangelization, and above all a rich baptism of the Holy Spirit.* Oh that it may be given in rich

abundance to every worker in this great and glorious cause, so that all our minds and hearts may be saturated with his gracious influence, and all our actions be made a power for good among our brethren of the deep!"

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### Sweden.

#### HELSINGBORG.

Rev. N. P. WAHLSTEDT, in recent communications, mentions that he has met with several Christian sailors here, and in the vicinity. The captain of the Norwegian ship *Resver* "testified" in the prayer meetings, and on the same ship the mate and the carpenter were believers. "On an English steamer," he says, "the crew received the word with great thankfulness and told me that their captain was a good man who preached the word for them every Sabbath." The Bible-Bags have been received "with desire" by the sailors;—"I trust they will do good to them. In the meetings on shore we have experienced the presence of the Lord. In the island Hven, hundreds of sailors were present at a Mission meeting, and listened to the word of life. Two seamen at a Mission meeting at Skurup confessed their sins and asked for the way of life."

Later, he reports that hundreds of vessels of all sizes, English, Norwegian, Danish, Swedish, German, French, etc., being anchored near Elsinore, he met with many sailors on board, and spoke to them of the way of life. A Norwegian captain and his mate found life in believing on Christ. Lord RADSTOCK, the English Evangelist, held meetings for two days at H, and in Elsinore.

#### GOTTERBERG.

Rev. S. SWENSON, in his last letters, records good success in field preaching last season, which was largely attended, and in part by sailors. He had also visited on shipboard and at the hospitals, and distributed tracts. There are three temperance organizations in the city, and Mr. Swenson has been elected a

committeeman in one of them. At a small town on the west coast of Lake Wennern, the captain of the local steamer lay at the quay for two hours and a half beyond his appointed time, on Sunday, that he and his crew might have the opportunity of attending the religious service conducted by our chaplain, and the whole company of the vessel came. Mr. S. gives an interesting record of the conversion of a young sailor named Ansgarius who had gone upon a vessel to the Mediterranean, and who, he hopes, may prove a missionary among his shipmates. He closes his letter by urging the great need of a reading-room, there being no place in the port where sailors may be brought together.

#### STOCKHOLM.

One Alandian sea captain said to Mr. A. M. LJUNGBERG, our missionary:—"It is marvellous that the word of God makes us so happy. I feel it in soul and body." Mr. L's time has evidently been filled with earnest and diligent labor for seamen's souls, and the Great Husbandman has been with him in his efforts to reap fruit for Christ's glory. In some places however, when attempting the distribution of tracts on the bridges, he has suffered the same kind of treatment which the Master endured when he was on earth. Thus:—"they tried," he writes, "to prevent me, they threatened to hang or drown me; one gave me a box on the ear, so that my hat fell off, because I would not drink brandy. Sometimes I am in danger of being beaten to pieces. And yet some of these ungodly people have received the word of God with desire. It is more convenient (he continues) to preach the word in the pulpit than to be hunted by the mob of Stockholm. But when they hunt me in one place I flee to another." Along with this experience, however, he is privileged to chronicle meeting on shipboard, with disciples of Christ, among the seamen, who welcomed him.

He reports that on the island of Aland, (between the Baltic and the Gulf of Bothnia) there has been of late a great religious awakening. For the last two years, two preachers, Rev. Mr. LUNDMARK from Sundswall, and Rev. Mr. UPPMANN, have traveled over it, preaching, and very many, especially of the youth, have been converted. Here Mr. Ljungberg, too, has recently preached, renewing his acquaintance of nine years' standing with the fishermen. From this population comes out a portion of the great number of Scandinavian seamen who are to be found all over the world. During the quarter ending November, 1879, Mr. L. visited on board 30 English, 74 Swedish, 4 French, 10 Norwegian, 3 Danish, 85 Finland, 2 Dutch, and 4 German vessels. During that and the two preceding quarters he had visited 481 vessels, among which were 103 English and one American vessel.

#### GEFLE.

Mr. E. ERICKSSON writes:—"I cannot tell you of any great awakening,"—but his labor has been continuous and faithful, and he says that "the weak in the faith have been confirmed in grace. In every place where I have preached, there have been some inquirers who have listened to the word of life."

#### GOTHLAND.

Old JOHN LINDELIUS, who has now been for thirty-two years in the service of the Society, still prosecutes his work, and writes:—"It is apparent that we live in a new time, for when my honored Society sent me here, I was the only missionary on the island. Now we have many preachers, of several denominations, who travel round our country."

#### Norway.

##### CHRISTIANIA.

"The good Lord," says Mr. H. H. JOHNSON, "continues to bless me and my work." On board ship, and on his

visitation, two sailors have found Jesus, and two others were under deep conviction. The captain was a Christian. He narrates other instances of successful personal effort to lead souls to Jesus Christ.

#### Germany.

##### HAMBURG.

Mr. HITCHENS, port missionary, writes to the London *Chart and Compass*:

"To a sick sailor in the Hospital, here, your leaf from the "Sailor's Text Book," and the Scripture text, 'Him that cometh unto me I will in no wise cast out,' have been made a blessing that brought him to Jesus. He turned over the leaf and read, 'I will trust thee;' and then said, 'Yes, I will trust thee.' He soon committed the whole of the hymn to memory, and began to tell others in the hospital, as well as he was able (they being Germans), what a Savior he had found. He fixed on a tune and began to sing the hymn, and, by perseverance, taught a fellow-sufferer in the same sick ward as himself a verse of the hymn; and both may be heard singing in the hospital, at night—

'Jesus, I will trust Thee,  
Trust Thee with my soul;  
Guilty, lost, and helpless,  
Thou canst make me whole.'"

#### Belgium.

##### ANTWERP.

Rev. Dr. A. G. VERMILYE, writing of his work, says:—"One thing strikes me forcibly here. Of the English, Scotch, and Nova Scotians, a goodly number are Christians."—We hear from another source, that "the Bethel is full, on the Sabbath, with a most attentive and pleasant congregation." "Many stay," writes Dr. V., again, "to the evening (Sunday) prayer meeting, in which three or four take part, earnestly and well."

#### France.

##### MARSEILLES.

Rev. D. S. GOVETT, chaplain, is initiating a movement for a Sailors' Home, there being now no such institution in

any port of France. He says in a late letter:—"It must be a satisfaction to you to know how favorably your (American) seamen contrast with British in the matter of temperance. I am continually having the fact forced upon me." The number of English speaking seamen, on English and American vessels in port, in 1879, was 11,925. They were regularly visited and supplied with book-packets. There were 6,121 visits at the Reading Room. The British and American sailors, in the hospitals, for the year, numbered 214, and they were faithfully visited.

### Italy.

GENOA.

Rev. Mr. MILLER, promising soon to send us ample reports, writes in a recent note:—"I can conscientiously say that the work done in connection with our Harbor Mission, is a great and important one, and continues to be prosecuted with as much vigor and earnestness as ever."

NAPLES.

In a late communication, Rev. JAMES GORDON GRAY, chaplain, says:—"We rejoice to find the commanders of American men-of-war so disposed to give every facility to the sailors' missionary, in his labors. In general they are God-fearing men themselves, and not unfrequently conduct regular services on board their ships."—"Encouraging results," he writes, on the 27th January, "are being obtained in connection with our work. The missionary is cheered from time to time, by hearing of cases of spiritual quickening." The report of Mr. BURROWS, the harbor missionary, for the three months ending Dec. 31st, 1879, is, in part, as follows:—"From Sept. 1st, to the end of December, fifty-one services were conducted in the floating Bethel and on board of ships; 670 visits were made to vessels; 2,540 papers and tracts were given away. Six English Bibles and two Testaments were sold. The average attendance at meetings was from 10 to 120.

We have had an increase of steamers coming with grain, from America, and with coals from England. These vessels were, for the most part, new to the port of Naples, and consequently the crews did not attend the means of grace so regularly as those from vessels coming constantly. On one Sunday morning, (Jan. 4th) after visiting six steamers, only two attended the Bethel service; yet there was a good attendance from ships with which we had a previous acquaintance.

We, however, were cheered in our meetings, by the help and progress of several aged Christians from sailing vessels, and from some youthful Christian captains, some of whom took part in the Bethel services. At the close of one service, a sailor requested private conversation with the preacher, Capt. Clayton. His conscience seemed touched, and he was resolved to live a different life.

I was led to speak from the words "Abide in me," by having them impressed on my mind for several days, at the service in the evening on the 26th October. A solemn feeling pervaded the meeting. One who had been awakened while in Africa, through the loss of his wife and his property, found consolation and expressed himself thankful that God had given the very message he needed. Next day I found this friend in his cabin, where we conversed for a long time, and he seemed to have rest in Christ.

The American ship *Investigator*, came to Pozzuoli with petroleum in December. I held five services on board. The whole crew were very attentive, and seemed much benefited. The captain lived in Naples, and attended the Bethel. He expressed thankfulness for the means of grace, and said he had not been in a Bethel since his previous visit to Naples, twelve months ago.

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### New York City.

The faithful missionaries at our Sailors' Home, 190 Cherry street, in furnishing their last report for 1879, which we were not able to print, even in part, in the MAGAZINE for February, say:—"Our labor in the Lord, has been continued, as usual, in our constant visits to boarding-houses and vessels in the harbor, where we have distributed the Scripture in the different languages, and have given invitations to seamen to attend

the means of grace. We have had great success, which has shown itself from time to time, in the more than ordinary attendance on the Sabbath-day, as well as well as week-day services, and in the earnestness with which these men have received the Gospel which maketh wise unto salvation.

"In our visits to the different seamen's hospitals, (another great field of labor,) we have met with many anxious inquirers. The sick in general always welcome the missionary, and our hearts have often been cheered by seeing the eagerness with which they listen to the story of Jesus, and we often observe the fulfillment of God's Word. Affliction though not joyous, but grievous, nevertheless, afterward yieldeth the peaceable fruit of righteousness. Some who died in the hospital, gave evidence that our visits there had been a comfort and blessing to them.

This report having been made before the opening of the remodeled Home, in January, the missionaries say:—"Although we cannot give so cheering a report of our labor at the temporary Home, in Monroe street, having labored under many disadvantages, yet even there we have seen some sailors who found the Lord, and have gone away rejoicing. Others have left deeply impressed.

"In regard to temperance, many seamen have lately become total abstainers. Mr. JOHN MCLELLAN, the President of the Union Temperance Society of the Church of Sea and Land, has by the help of God, done a great and good work in the cause of temperance among the men of the sea, and through this instrumentality, not a few, we believe, have found the better way, and are now living a life of faith on the Son of God. We have beside these various fields of labor, visited a great number of sick and poor seamen's families, whom through the kindness of the American Seamen's Friend Society, and other Christian gentlemen, we have been able to help both spiritually and temporally.

"Many interesting letters have been received by us from time to time, from different ports of the world, speaking of the grace that sought and saved the writers, and has kept them amid dangers seen and unseen, by sea and by land. We have now with us several seamen who have come home after years of absence. They are bright Christians, bearing their humble testimonies for Jesus."

That must be added to the above which we are sure will gladden and encourage many friends of sailors who read the words,—that since the opening of the new HOME, to seamen, and following the delightful exercises at its re-dedication, on the 22nd January, the Spirit of God has been poured out upon some of its sailor inmates, and several have believed on the Lord Jesus to the saving of their souls. No other baptism of the HOME could be so grateful to us, or to the friends of the cause of Christ.

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Mr. DE WITT C. SLATER'S Missionary Report for the closing quarter of the year 1879, sums up 2,074 vessels of all classes visited, 602 visits paid to sailors' boarding houses, 23 visits to hospitals and asylums, 129 day, evening, and "after" meetings attended, and 55 religious meetings conducted by the missionary. Speaking of his visits to the boarding houses, he says:—"The opportunities here offered, on account of the leisure hours of seamen while on shore, make it "the acceptable time" for the "word to be spoken in season," and inspire the heart with double diligence and effort, to bring him to the house of God and to Christ, and away from the manifold temptations that so often strive for the mastery to lead him into sin. To get the sailor to promise that he will come to the meeting is, moreover, good security (with few exceptions) that he will be there, and in time too. I have met many seamen both from the vessels and boarding houses, at the chapel and mission meetings, through these invitations given and promises made, of whom a number have been truly converted to God.

"One of the best seasons for labor is during the "after" meeting, (a second or "hand to hand" meeting,) held afte

the first or regular meeting, to more fully instruct and urge by conversation and prayer, the inquiring soul to Christ. In these meetings the sailor while kneeling in prayer, feels that he is alone in the conflict, and begins to deal honestly with his soul, and often the only way of escape is looked for and found in the Christ.

"In one of these meetings, while kneeling in prayer with a French seaman, he suddenly bounded off his knees and fell prostrate, crying out "I am too great a sinner to be saved." On inquiring he said,—"I have killed a score of Germans. I was in the war with France against Germany; I did not enlist, nor was I pressed into the army, but I volunteered as a sharp-shooter. I saw these men fall at each discharge of my rifle, and my conscience at sea and on shore, has troubled me ever since, and I cannot find peace." I said to him,—Jesus says: "All manner of sin shall be forgiven men, save the blasphemy against the Holy Ghost." Do you believe on Christ as the Son of God?" He replied, "I do, but I feel like a murderer." I said, "do you feel to be as great sinner (or murderer,) as those who drove the spikes into the hands and feet, and thrust the spear into the side of the Son of God?" He answered, "I do not." I said, "But if you will only believe in His word, "all manner of sin is forgiven you." At this moment the change was wrought in his heart, and like the one "clothed and in his right mind," he was at peace, resting on the promise of his Savior.

"During my visits to hospitals, in speaking words of comfort and consolation to the sick, and while at their bedside in prayer, some speak of the blessings they received while in health, at the chapel and mission meetings, and of the benefits now derived in time of sickness. Others looking away to, and with longings for, dear and loved ones in the distant land of their birth, find an abiding peace as they look toward the place of their "spiritual birth," and by a living faith in Christ, become identified with the people of God and His church. From some of these sick seamen I have since received letters of thanks, for spiritual and temporal services rendered. I supply each patient with religious reading, which is almost invariably received with thanks.

"The meetings at the several seamen's churches are well attended, especially at the Mariners Church, where large numbers of seamen gather, and, "daily the Lord is adding to the churches, such as shall be saved."

## Norfolk, Va., and New Orleans, La.

We have recent advices from both these places, which show that Chaplain CRANE, at N., and Chaplain PEASE, at N. O., are diligently prosecuting temperance work for and among sailors.

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## San Francisco, Cal.

Mr. JAMES PIERPONT, chaplain of the Sailors' Home, sends us his annual report. From twelve to sixteen hundred sailors are guests of the Home yearly.

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## Portland, Oregon.

Very recent advices from chaplain R. S. STUBBS contain the following:—

"I am in receipt of two very interesting letters, one from Glasgow, Scotland, from Capt. J. SMITH, a Christian ship-owner, and one from Calcutta, from Capt. J. BLACK, of the ship *Shenir*, who was with us last year. The contents awakened profound gratitude in our hearts. When the *Shenir* left Glasgow she had *eight* professed christians on board. When she arrived in Calcutta she had *twenty-one* who professed faith in Christ. What church can report larger results? To God alone be all the glory!"

We find in the London *Chart and Compass* for January, a more ample account of some of the occurrences on board the *Shenir*, to which chaplain Stubbs refers. As a portraiture of what the Spirit of God is doing among seamen, in our day, very few recent records have been more full and satisfying. The account is written by Mr. W. SMITH of Glasgow.

"The *Shenir* left Glasgow on June 26th, 1879, for Negapatam, with a few converts on board. The day before the ship sailed the captain called a meeting on board. Many of the faithful came; the cabin was crowded; and a number of sailors gave their experience, and the ship and crew were commended to God.

"On June 29th, at 4 a. m., the ship moved off from Glasgow Quay. Mr. Morrison, seamen's missionary, and a number of Christian workers, turned out to wish the Christian voyagers good-bye.

The morning was calm and the summer air serene, and the friends sang farewell hymns amid the waving of handkerchiefs on both sides as far as the ship was seen. This was the last of our good friends till October, when the first letter from the Captain came, dated—

NEGAPATAM, 25th September, 1879.

'We arrived here on the evening of the 23rd, all well. Went out the North channel and got clear of the land on June 29th. Were 30 days to the Equator, 58 days to the meridian of the Cape, and had a fine weather passage all the way.

'We have had a blessed and happy passage. We had eight who professed to be saved when we left home. We now number twenty-one, that is thirteen souls who profess to have found the Savior on the passage. Praise the Lord for his great work among us. We have a happy ship. When I first commenced to have meetings after leaving Calcutta, I used to feel the hour too long; now it is too short. Now we take an hour and twenty minutes, and, for the last month, after the men go out of the cabin they stand round the after hatch, and sing two or three hymns every night before they go forward. You are having your prayers answered for us. I think, after this, Mr. Morrison will be going to sing farewell hymns to all the ships leaving Glasgow at any hour, night or day. The Lord has indeed been with us in power ever since in saving so many souls.

'The first work we had done after leaving home was to get all the crew to sign the Temperance pledge, and all on board signed the second Saturday after leaving. I have my men write all their testimonies, and I am sending them to Mrs. Black, and ask her to take them to Glasgow and have them read in the Bethel.'

"The above is an extract from the Captain's letter. The testimonies from the crew came a week later, and in faithfulness to the men who penned their experience, at our Saturday evening experience meetings in the Bethel, in Glasgow, these men's written testimonies were read to a full house, and some of us had wet eyes on hearing anew of the power that saves.

*The Mate says:*—"In Port Chalmers, New Zealand, December, 1875, was the birthplace of my soul. There I commenced the beginning of my months, and the song of redeeming grace.

'Grace taught my soul to pray,  
And pardoning love to know;  
'Twas grace that kept me to this day,  
And will not let me go.'

'I am indeed at rest now. I can trust my Savior for all yet to come. All my desire in this life is to honor and serve Christ, and bring others to be partakers of His mighty love.'

*The Second Mate says:*—"During summer he was in his native town, Wick, where Mr. Graham, a converted sailor evangelist, was laboring. He attended these meetings, and ultimately gave himself to the Savior. It was not long after that when I joined the *Shenir*, and thank God every doubt is gone since I joined her. I often thank God that he guided me to this ship, for with the Christian aid, and seeing others saved, and getting prayers answered, I feel so very happy that I could leap for joy."

*The Sailmaker says:*—"I have much pleasure in testifying to what the Lord has done for me. I was brought to the knowledge of the truth on the 18th November, 1877, in the American Methodist Church, Calcutta, and since that time I have found great happiness in serving the blessed Lord.

'About a month after my conversion I was greatly tempted of Satan, and I felt very low in spirit, when the Lord revealed Himself to me in the following words, Isaiah xli. 10, 'Fear thou not, for I am with thee,' &c., and immediately I felt quite confident of my salvation.

'At the time of my conversion I was with Captain Black in the *Shenir*, and I am still in her. It has been a blessed time to me. I have seen many souls brought to the Savior, and I must say the blessed Lord is pouring down blessings on us daily. We have a happy time on board; we have meetings both fore and aft, and we feel greatly blessed thereby."

### Cheering Words.

It greatly helps the AMERICAN SEAMEN'S FRIEND SOCIETY to receive such a letter as the following from a tried and earnest lady friend of the organization, and of its work.

JANUARY 19th, 1880.

*Dear Sir:*—I enclose \$50 for the Society, and only wish it were a very much larger amount. You know you have my

warm sympathy and earnest Christian interest in this most excellent institution. The sailors and their well-being, spiritual and temporal, are ever near my heart, and if I am able to do so, I shall hope to add something more to the enclosed sum during the coming year. I felt greatly pleased that you thought it worth your while to call and see me.

The New Year's visits that have given me the most heartfelt pleasure, this season, have been those from gentlemen at the head of the various religious and benevolent societies with which I am connected. Hoping that you may have a full and satisfactory opening of your new SAILORS' HOME, believe me,

Very truly your friend,

### Deserved Commendation.

In view of the signal service of the crews of the U. S. Life Saving Service, on the coast of New Jersey, in the great storm of Feb. 2nd, General Superintendent S. I. KIMBALL has just written from Washington, D. C., to Capt. GREEN of Station No. 5,—“The gallant conduct of yourself and the keepers of Stations Nos. 2, 3 and 4, in the Fourth District, during the great storm of Monday night and Tuesday, February 2 and 3, \* \* \* is worthy of all commendation. Such behavior not only does the greatest credit to the men directly engaged, and the service they represent, BUT IS AN HONOR TO THE NATION,” to every word of which the Nation, for whom he speaks, will heartily respond.

### Death Roll at the Sailors' Snug Harbor, Stapleton, S. I., for 1879.

The whole number of deaths is 58. The sum of their ages is 4,235 years. The average of each, at death, was 73 years. Ecclesiastically, 50 were profess-  
edly Protestants, and 8 Catholics. Thir-  
ty-three gave evidence of their faith in

Christ, of whom, eleven were converted after they became inmates. Nationally, 28 were Americans, 8 Germans, 6 English, 6 Swedes, 5 Irish, 1 Scotch, 2 Italians, 1 Canadian, and 1 from the Channel Island of Jersey. As to duration of life, eight were over 80, seventeen were between 70 and 80, eighteen between 60 and 70, thirteen between 50 and 60, and two only under 50. The number of inmates now enrolled in the Snug Harbor, is 720.

Cushing, Capt. William, aged 64, born in Maine, died January 8th; Sanford, George, 80, Massachusetts, Jan. 11th; Ward, Patrick, 55, Ireland, Jan. 15th; Bengen, John, 73, Hanover, Jan. 15th; Holbrook, Sam'l F., 86, New York City, Jan. 23rd; Hansen, William, 55, Sweden, Feb. 5th; Caleb, John O., 65, Massachusetts, Feb. 9th; Leeds, David B., 71, New Jersey, Feb. 15th; Smith, James, 59, Ireland, Feb. 17th; Allen, Gresham B., 61, Connecticut, Feb. 21st; Rheburg, Gottlieb, 85, Germany, Feb. 27th; Marri-  
ner, Francis, 65, North Carolina, March 2nd; Fitzhugh, Horatio, 74, Virginia, March 13th; Thompson, Wm. H., 66, Baltimore, Md., March 14th; Trotter, Wm. T., 56, England, March 15th; Bell, Robert, 79, England, March 25th; Pratt, Joseph, 59, England, March 26th; Le Boutillier, Frank P., 53, Island of Jersey, April 4th; Knowles, Zaccheus, 55, Massachusetts, April 5th; Norby, John, 60, Sweden, April 5th; (Gebhart) John Owen, 63, Bremen, April 10th; Stone, Benj. 70, England, April 20th; Connell-  
ly, Peter, 45, Ireland, April 26th; Van Nerp, Adam, 71, Connecticut, May 5th; Jergens, Jerry, 70, Germany, May 18th; Welsh, Edward, 83, Ireland, May 17th; Lann, Christopher, 66, Sweden, May 27th; Bunker, Lorenzo, 59, Maine, May 28th; Rhodes, Joseph, 88, Italy, June 10th; Scovil, Horatio, 61, Connecticut, June 11th; Messina, John, 68, Sicily, June 14th; Joslin, George W., 65, Albany, N. Y., June 26th; Douglass, George H., 73, Philadelphia, June 27th; Hilliard, John, (col.) 53, New York, July 2nd; McLoon. John, 74, Maine, July 3rd; Paxton, William, 87, Pennsylvania, July 4th; Bannister, John, 79, Rhode Island, July 11th; Tome, Jacob, 68, Pennsylvania, July 21st; Davidson, Chas. 69, Prussia, July 24th; Merritt, Wm. E., 70, England, July 28th; Cummings, Chas. P., 75, Massachusetts, July 30th; Erskine, Robert, 80, Maine, Aug. 3rd;

Bell, James B., 68, Scotland, Aug. 2nd; Manning, Michael, 65, Ireland, Aug. 7th; Bergman, Henry, 72, Germany, Aug. 10th; Bailey, Alfred, 68, England, Aug. 21st; Smith, Charles, 56, Sweden, Sept. 7th; Brown, William, 52, Germany, Sept. 14th; Ross, Elijah, 51, Maine, Sept. 25th; Draper, Hiram, 76, New York, Sept. 25th; Ashton, Edward, 61, Germany, Sept. 29th; Colson, Herrman, 45, Sweden, Oct. 5th; Young, Abram, 76, Maine, Oct. 7th; Bouchard, Ely, 88, Canada, Oct. 25th; Andrews, Chas. F., 70, Massachusetts, Dec. 3rd; Ayres, John P., 63, Pennsylvania, Dec. 17th; Weeks, Edward, 79, New York, Dec. 19th; Campbell, William, 53, Sweden, Dec. 21.

C. J. J.

## Position of the Principal Planets for March, 1880.

MERCURY is an evening star until the evening of the 28th at about 7 o'clock, when it is in inferior conjunction with the Sun; is at its greatest brilliancy on the evening of the 7th, at which time it sets at 7h. 24m., and north of west  $4^{\circ} 16'$ ; is at its greatest elongation on the evening of the 10th at about 6 o'clock, when it is  $18^{\circ} 22'$  east of the Sun; is in conjunction with the Moon on the forenoon of the 12th at 10h. 54m., being  $3^{\circ} 3'$  south; is stationary among the stars in Pisces on the morning of the 19th at about 5 o'clock.

VENUS is a morning star rising on the 1st at 5h. 7m., and south of east  $24^{\circ} 50'$ ; is in conjunction with the Moon on the forenoon of the 8th at 6h. 46m., being  $3^{\circ} 20'$  south.

MARS is an evening star setting on the morning of the 1st at 1h. 13m., and north of west  $31^{\circ} 41'$ ; is in conjunction with the Moon on the evening of the 17th at 6h. 32m., being  $23'$  south. At this time is eclipsed to all persons situated between parallels of latitude  $7^{\circ}$  and  $70^{\circ}$  north.

JUPITER is an evening star until the afternoon of the 15th at 3 o'clock, when it is in conjunction with the Sun, and during the remainder of the month it be-

comes a morning star; is in conjunction with the Moon on the forenoon of the 11th at 7h. 24m., being  $6^{\circ} 26'$  south.

SATURN is an evening star setting on the 1st at 8h. 24m., and north of west  $4^{\circ} 37'$ ; is in conjunction with the Moon on the 12th at 31m., before midnight, being  $7^{\circ} 52'$  south.

N. Y. University.

R. H. B.

## Marine Disasters in January, 1880.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the month, was 24 of which 16 were wrecked, 5 abandoned, 1 sunk by collision, 1 foundered, and 1 is missing. The list comprises 1 steamer, 2 ships, 13 barks, 2 brigs, and 6 schooners, and their total value, exclusive of cargoes, is estimated at \$672,000.

Below is the list, giving names, ports, destinations, &c. Those indicated by a *w* were wrecked, *a* abandoned, *s c* sunk by collision, *f* foundered, and *m* missing.

**STEAMER.**  
Hansa, *w*. from New York for Bremen.

**SHIPS.**  
Formosa, *f*. from Cebu for Boston.  
Tollington, *w*. from Bremen for United States.

**BARKS.**  
Enrique, *w*. from New Orleans for Leith.  
Black Prince, *w*. from New Orleans for Amsterdam.  
Adelaide Cooper, *w*. from Port Blakely for Wilmington, Cal.  
St. Nicholas, *w*. from New York for Rotterdam.  
Aldebaran, *a*. from Baltimore for Amsterdam.  
Verity, *w*. from Waterford for New York.  
Elcano, *w*. from Belfast, I., for New York.  
Maria Dunan, *a*. from Boston for Ipswich.  
Continental, *m*. from Georgetown, D. C. for St. Jago.

Sarah E. Frazier, *s c*. from Portland for Matanzas.  
Colombine, *a*. from St. Vincent, C. V. I., for Doboy.  
Arucuna, *w*. from St. Vincent, C. V. I., for Pensacola.  
Gen. Cobb, *w*. from San Francisco for Seabeck.

**BRIGS.**  
Alice Lea, *w*. from Wilmington, N. C., for Philadelphia.  
Condor, *w*. from Nagasaki for Shanghae.

**SCHOONERS.**  
Industry, *w*. from San Francisco.  
Madeira, *w*. from St. John, N. B., for N. York.  
Lizzie Morris, *a*. from Demerara for N. York.  
Parallel, *a*. from Cutler, Me., for Boston.  
Butterfly, *w*. from Suffolk, Va. for Georgetown, D. C.

Confidence, *w*. (pilot-boat,) from San Francisco.  
Of the total number reported in the list, only 11 vessels, with an estimated valuation of \$138,000, were owned wholly in the United States.

The *Bureau Veritas* publishes the following statistics of vessels of all nationalities reported lost during the month of

DECEMBER, 1879.

*Sailing Vessels*:—44 English, 16 American, 16 Norwegian, 14 French, 12 German, 9 Italian, 8 Austrian, 7 Dutch, 6 Greek, 6 Swedish, 3 Spanish, 2 Russian, 1 Danish, 5 of which the nationality is unknown; total: 149. In this number are included 4 vessels reported missing.

*Steamers*:—15 English, 2 Spanish, 2 French, 2 Dutch; total: 21. In this number are included 2 steamers reported missing.

## Receipts for January, 1880.

### MAINE.

Bangor, Central Cong. church.....	\$ 10 00
Gorham, 1st Cong. church.....	9 20
South Berwick, Jno. H. Plumer.....	1 00
G. C. Wallingford.....	1 00
Yarmouth, Giles Loring.....	10 00

### NEW HAMPSHIRE.

Bristol, Cong. church.....	3 08
Chichester, Cong. church.....	2 00
Concord, So. church.....	11 76
Mrs. M. E. Prescott.....	1 00
Exeter, Anon.....	1 00
Hollis, Cong. church.....	7 50
Manchester, Hellen Wallace.....	1 00
Marlboro, a friend.....	2 00
Milford, a friend.....	75
Nashua, 1st church.....	14 40
Rindge, Cong. church.....	1 15

### VERMONT.

Bennington, 2nd Cong. church.....	6 50
Cornwall, Rev. Jno. C. Houghton.....	1 00
Hartford, Cong. S. S., for library.....	20 00
Pittsford, Samuel Woods.....	2 00
Post Mills Rev. James Caldwell.....	5 00
South Burlington, Pierpont E. Smith.....	1 00
Stafford. Rev. Henry Cummings.....	1 00
West Charleston, Rev. and Mrs. W. T. Herrick.....	9 56

### MASSACHUSETTS.

Acton, Cong. church.....	6 75
Amherst, 1st Cong. church.....	18 00
Andover, Prof. C. M. Mead and wife, for library.....	20 00
Prof. J. H. Thayer.....	5 00
Prof. J. C. Churchill.....	5 00
Theological Seminary, add'l A Friend.....	3 00
Beverly, Abby M. Cressy.....	1 00
Boston, Wm. Q. Wales and Mrs. Wm. Wales, for library.....	1 00
Boston Highlands, Walnut Ave. S. S., for libraries	20 00
Byfield Cong. church.....	53 33
Chelsea, Lieut. H. C. Keene, for lib'y.	4 89
Clinton, Mrs. Abbie R. Winter.....	20 00
Cohasset, Cong. church.....	1 00
Dalton, Mrs. James B. Crane.....	8 10
Dedham M. P. B. and E. H. P., for library, <i>in memoriam</i> John Kingsbury.....	100 00
East Bridgewater Z. Hatch, for lib'y.	47 61
East Douglas, Cong. ch., to const. Thomas H. Meek, L. M.....	20 00
East Medway, Rev. E. N. Hidden.....	1 00
Falmouth, Mrs. Warren N. Bourne.....	1 00
Fitchburg, John Dowe.....	1 00
Foxboro, Miss Abby T. Dean, Dan'l Carpenter.....	1 00
Gardner, Cong. church.....	40 35
Gloucester, Cong. church, to const.	

Mrs. Frank G. Clark, L. M.....	50 00
Granby, Miss E. Kellogg's S. S. class, for library.....	20 00
Great Barrington, Cong. church.....	60 00
Groton D. Adams.....	1 00
Hadley, Mrs. Geo. Dickinson, for lib'y in memory of Colton G. and Lucy Stone Dickinson.....	20 00
Hopkinton, Mrs. P. J. Clafin.....	1 00
Hubbardston, Rufus Case.....	1 00
Lowell, Elizabeth Rogers.....	1 00
James Lawton.....	1 00
Lynn, 1st Cong. church, for library.....	20 21
Mansfield, Cong. church.....	7 00
Millbury, 1st Cong. church.....	11 60
New Bedford, Emily F. Usher.....	5 00
Newburyport, Mrs. Benj. T. Tredick.....	1 00
Newton Centre, S. S., for library.....	20 00
North Adams Cong. church.....	10 00
North Brookfield, 1st Cong. church, Northfield, Mrs. M. D. Alexander, for library.....	30 00
Northampton, Mrs. J. P. Williston, 1st Cong. ch. S. S., for library.....	25 00
Orange, Lewis R. Howe.....	20 00
Oxford, Cong. S. S., toward library.....	1 00
Peabody, Joseph Poor.....	16 34
Pittsfield, 1st Cong. church.....	2 00
Cash.....	35 15
J. Spencer.....	5 00
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Rockland, Cong. church.....	40 00
Rutland Cong. church.....	16 38
Schr. L. McManery, Capt. Reeves.....	2 00
South Weymouth, Cong. church, to const. G. N. Marden, L. M.....	30 00
Spencer, J. L. Bush.....	1000 00
Springfield, Miss Lois Bliss.....	1 00
Stockbridge Cong. church.....	58 91
Upton, Cong. church.....	5 00
Uxbridge, Willard Judson.....	1 00
Walpole, Cong. church.....	12 50
Ware, Cong. church.....	18 81
Webster, Cong. church.....	14 00
Well-sley, W. S. Winsor.....	2 00
Westboro, Rev. E. Tenny.....	1 00
West Boylston, Cong. church.....	4 37
West Brookfield, Cong. ch., for lib'y.....	21 22
Westfield, Sarah A. Day.....	5 00
West Haverhill, Cong. church.....	8 56
West Springfield S. S. 1st Cong. ch.....	40 00
Worcester, Cong. church.....	35 84

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Bristol, Mrs. M. D. W. Rogers, for library.....	20 00
Miss C. D. De Wolf, for library.....	20 00
Little Compton, United Cong. church.....	7 46
Newport, Mrs. A. Ludlow Case, for library.....	20 00
Pawtucket, Cong. church.....	20 00
Mrs. Amos B. Lane.....	60 00
Providence, Union Cong. church.....	2 00

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Ansonia, J. H. Bartholomew, for lib'y	20 00
Branford, Eckford Davis.....	1 00
Bristol S. S. Cong. church, for lib'y	20 00
Danbury, 1st Cong. ch. S. S., for lib'y	20 00
Derby, E. D. Thompson.....	5 00
East Hartford, David L. Williams.....	4 00
Farmington, Cong. church.....	41 52
Glastenbury, 1st Cong. church.....	56 00
Greenville, Cong. church.....	24 53
Greenwich, Israel Peck.....	5 00
Wm. J. Mead.....	5 00
Groton, S. S. Cong. church.....	11 28
Betsey A. Copp.....	6 00
Hartford, Asylum Hill Cong. church.....	81 62
Anna H. Bolton, to const. Sam'l C. Hodge, L. M.....	30 00
Mrs. Mary C. Bemis.....	11 00
Jewett City, Cong. church.....	8 00

## THE SAILORS' MAGAZINE.

Litchfield, 1st. Cong. church.....	28 31	Mrs. T. S. Wickes.....	10 00
Anon.....	1 00	A. Wright.....	5 00
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Mt. Carmel, Cong. church.....	6 00	Rhinebeck, Thomas H. Suckley, of wh. \$100, for Sailors' Home, and \$100 to const. Robt. B. Suckley, L. D. ....	200 00
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Norwich, 2nd Cong. church, add'l.....	1 00		
C. B. Farnsworth.....	1 00		
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Cong. church.....	4 8 8	Elizabeth, Simon Shindler.....	20 00
Rockville, 2nd Cong. church.....	32 82	Westminster Pres. church.....	4 00
Salisbury, Cong. church.....	17 00	Englewood, Pres. church, of wh. Mrs. James O. Morse, for lib'y, \$20; C. F. Park, (for Bessie de la Vergne Library,) \$20.....	475 £7
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Westford, Cong. church.....	8 60	Mrs. S. H. Baldwin.....	1 00
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New Hurley, Rev. R. H. Beattie.....	1 00	Mercersburg, Seth Dickey.....	1 00
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New York Epis. Sea. Mission, Rev. R. J. Walker, for ship's library...	20 00	TEXAS.	
E. W. Bliss, for "B" Library.....	20 00	Houston, Capt. L. J. Latham.....	20 00
"Lyon," for library.....	20 00		
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M. Cristy.....	5 00		
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H. R.....	5 00		
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Capt. J. F. Skewes, ship <i>G. Strick- land</i> .....	5 00		
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Poughkeepsie, Mrs. Wm. C. Sterling, for Graham Lee Sterling Library.	5 00		
			\$7,787 77
		BED CLOTHING, &c.	
	2 00	From Ladies' Seamen's Society, Concord, N. H.	
	20 00	From Newburyport Ladies' Bethel Society.	



Cast thy bread upon the waters; for thou shalt find it after many days.—Ecc. II: 1.

### How a Sea Captain met Danger, and Testified for Christ.

Capt. T. L. FLEMING whose interesting record of "Trusting God and Coming into Boston Harbor" was printed in the LIFE BOAT issued with the SAILORS' MAGAZINE for January, has since been shipwrecked, and his vessel, the *Black Swan*, has been lost. Our friends who read the account of his conversion, and of the faith in God who led him so remarkably into port, will be interested to know how this converted sea captain was sustained in the disaster that has come upon him. He reported, at a prayer meeting in Rev. Mr. Cudworth's church in Boston, recently, saying that "having done all that he could, to save her, and found that the gale increased, and that destruction was inevitable, he resigned himself to God, and gave his men all the encouragement he could, to hold on to the last. As the brig dragged her anchors, and neared the shore, the roar of the breakers rose higher than the storm, and the whole beach was covered with foam far as the eye could reach. At last she struck, and her rudder was torn from the stern. Another plunge and she trembled fore-and-aft; her seams opened and she filled with water."

"She was then thrown broadside on

the beach, heeled over and was engulfed in the roaring breakers. The weather was intensely cold, and seemed to chill the men to the heart. All shelter on deck was gone, and nothing was left but to seek safety in the fore-top. In this small place eight of them were huddled together, not knowing but the next roller would overwhelm them all in death. Few words were spoken—each felt as if his hour was come. But amid it all, said Capt. Fleming, he felt that it was all right. He knew that God knew all about their condition, and if it were His will that they should be saved they would be, but whether they were doomed to perish or be saved, in that dread moment with death staring them in the face, he felt in his inmost soul that it would be all right. For his mortal life he had neither hope nor fear. As already reported in the papers, they were all saved. But, added Capt. Fleming, never before had he experienced the priceless value of religion. It was strength to his arm, it was courage to his heart. He did not profess to know much about the theology of the churches, but he did know a good deal about faith in God.

"In one part of his life he had been successful in making money, and might have retired from the sea years ago with a moderate share of this world's goods, but who ever has enough? He had lost it all. Several years ago the teachings of his youth were revived in his heart, and he began to think of God and Christ, and to overhaul his past life. He found

that he was not what he ought to be, and he turned over a new leaf. The Lord met him more than half way, and now he could say that he regarded all his material losses as spiritual gain. He had indeed found Jesus, and now, blow high or blow low, in storm or in sunshine, he would trust him in every event of his life."

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### Loan Library Reports.

*The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858-9, to January 1st, 1880, was 6,729; and the reshipments of the same for the same period were 6,602. The number of volumes in these libraries was 373,988, and they were accessible to 260,379 men.—Nine hundred and eight libraries, with 32,688 volumes were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 103,604 men.—One hundred libraries were placed in one hundred Stations of the United States Life Saving Service, containing 3,600 volumes, accessible to nine hundred Keepers and surfmen.*

During January, 1880, seventy-eight loan libraries,—twenty-seven new, and fifty-one refitted, were sent to sea from our Rooms at New York and Boston. The new libraries were Nos. 6,797 to 6,799, inclusive, with Nos. 6,900 to 6,906, inclusive, and Nos. 6,908 to 6,911, inclusive, at New York; and Nos. 5,183, 5,410 to 5,417, inclusive, with Nos. 5,419 to 5,422, inclusive, at Boston.

*The fifty-one libraries re-shipped were :—*

No. 996,	No. 3,803,	No. 4,655,	No. 4,935,	No. 5,201,	No. 5,806,	No. 6,047,	No. 6,388,	No. 6,528,
" 1,587,	" 3,961,	" 4,682,	" 4,966,	" 5,350,	" 5,836,	" 6,072,	" 6,425,	" 6,534,
" 2,173,	" 4,015,	" 4,702,	" 5,097,	" 5,557,	" 5,846,	" 6,123,	" 6,458,	" 6,718,
" 2,226,	" 4,083,	" 4,710,	" 5,155,	" 5,627,	" 5,970,	" 6,240,	" 6,463,	
" 3,063,	" 4,232,	" 4,804,	" 5,181,	" 5,648,	" 6,010,	" 6,268,	" 6,498,	
" 3,589,	" 4,491,	" 4,860,	" 5,187,	" 5,719,	" 6,044,	" 6,346,	" 6,501,	

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### Matters of Interest in Library Work.

#### GRATEFUL.

Capt. T. C. COFFIN of the brig *Dirigo* has had Library No. 5,384, contributed by Mr. David Dodd, of Orange, N. J., on his vessel, for more than a year, and says of it, over date of February 9th, 1880:—"It has been sought after and read by officers and crew with good effect. I think the good reading in all the loan libraries that I have seen, should make the work interesting for all whose lot is cast upon the sea."

#### CAPT. KITCHEN'S TESTIMONY.

Capt. JAMES R. KITCHEN of the bark *Minnie* of Pictou, N. S., in returning Library No. 5,809, contributed by "A Lady," Schenectady, N. Y., (Dec. 29th, 1879,) to Chaplain CRANE, at Norfolk, Va., writes that "the books were thoroughly read by the crew, and with great interest. The spare time of the crew was thus profitably employed, especially on Sunday, when the captain allows no unnecessary work to be done. A very

beneficial influence was observable, there being less roughness and profanity among the men than previously, even though there may not have been any very marked religious impression. The captain thinks this department of the Society's work in a high degree ameliorating and elevating to the condition of seamen, and hopes to be able always to go to sea with a library aboard his ship."

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GOOD DONE—LIBRARY EXCHANGED.

Capt. H. J. HEMINGWAY of the bark *Antioch* of Boston, writes to us, from Sourabaya, Java, Oct. 29th, 1879. "The library you put on board in February, 1878, No. 6,371, has made a voyage to Java, back to New York, and out to Java again. I have been much interested in the books, and no doubt the seed sown will produce good in some who have had their use. I have taken the liberty to exchange with Capt. Hooper of the bark *Walter Armington, Jr.*, who is now bound from Java to New York, for Library No. 5,978, (contributed by S. S. Cong. church, West Hartford, Conn.) There were some books missing in the one I received, I hope Capt. H. will be able to give good report of No. 6,371."

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FROM THE U. S. NAVY.

In September, 1879, we placed libraries Nos. 6,717 and 6,718 on the U. S. Flagship *Shenandoah*, as the contribution of Jonas M. Libbey, Esq., of New York City;—and now our missionary at the Brooklyn, N. Y. Navy Yard has a letter, dated November 29th, 1879, from which the following is an extract:—

"In behalf of the majority of our ship's company, I have seated myself to pen you a few words of thanks for your kind attention in placing for our use the libraries, which, I must say, have been quite useful as well as an ornament to the ship. And for the same, accept the hearty thanks of the whole ship's company."

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QUICK AND HEARTY RETURNS—AN EXPERIENCE OF DANGER, AND RESCUE.

The Sabbath-School of the Congregational Church at Cheshire, Conn., sent

us \$20 for a library, last fall, and we placed the books, in December, 1879, on the new pilot-boat *Columbia* of New York, Capt. Henry Seguine. This Christian seaman has already sent us two letters acknowledging the gift, and thanking the donors. In his first, he said:—"It has begun its good work. The excellent selection of books was placed within the reach of men cut off from almost every good influence, and exposed to danger and death, with no friendly voice to warn and counsel, and no kindly hand to point to "the way, the truth, and the life." It is, indeed, a spring of refreshing water in a desert. The library has been placed in plain view where the crew can have easy access to it. They make their own selections, and account to me for the books used. Our crew consists of eleven, all told, only one professor of religion in the number. May God give sufficient grace to that one, to leaven the whole lump! To-day we had service in the cabin, all hands but the man at the helm attended. I read one of Mr. Moody's sermons, ("Sowing and Reaping,") which was listened to very attentively, and the singing from Gospel Hymns No. 2 was much enjoyed."

In his second letter, he writes to the children:—"Let me tell you how wonderfully God helped us only a few days ago. We were putting a pilot on board a steamship during a storm, when the little boat was upset by a great wave, and the men thrown into the sea. We launched another boat, and two brave men went to their rescue, but they had barely reached the one of the drowning men, when another great wave tossed their frail boat over, and over, and sent them struggling in the water along with their companions. We were powerless to help them, and death stared them in the face. But God, who is ever gracious and merciful, heard their cry for help, and gave them strength and courage, and when all seemed hopeless, providentially drove the great steamship by

His wind, and His seas, down to the poor drowning fellows, and ropes being thrown to them, they were pulled on board, more dead than alive. And are we not thankful? Yes! and to-night, in the cabin of our boat, we all met and gave thanks to our merciful Father, and praised the Lord who mercifully delivered us from the jaws of death. *And we did not forget to ask God to bless the children who love and pray for the sailors.*"

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### A Mother to her Son—The Battle of Life.

Go forth in the Battle of Life, my boy,  
Go while it is called to-day;  
For the years go out, and the years come in,  
Regardless of those who may lose or win,  
Of those who may work or play.  
  
And the troops march steadily on, my boy,  
To the army gone before;  
You may hear the sound of their falling feet,  
Going down to the river where two worlds  
meet;  
They go to return no more.  
  
There is room for you in the ranks, my boy,  
And duty, too, assigned;  
Step into the front with a cheerful grace,  
Be quick, or another may take your place,  
And you may be left behind.  
  
There is work to do by the way, my boy,  
That you never can tread again;  
Work for the loftiest, lowliest men—  
Work for the plough, adze, spindle, and pen;  
Work for the hands and the brain.  
  
The Serpent will follow your steps, my boy,  
To lay for your feet a snare;  
And Pleasure sits in her fairy bowers,  
With garlands of poppies and lotus flowers  
Enwreathing her golden hair.  
  
Temptations will wait by the way, my boy,  
Temptations without and within;  
And spirits of evil, in robes as fair  
As the holiest angels in heaven wear,  
Will lure you to deadly sin.  
  
Then put on the armor of God, my boy,  
In the beautiful days of youth;  
Put on the helmet, breast-plate, and shield,  
And the sword that the feeblest arm may wield,  
In the cause of Right and Truth.  
  
And go to the Battle of Life, my boy,  
With the peace of the Gospel shod;  
And before high heaven, do the best you can  
For the great reward, for the good of man,  
For the Kingdom and Crown of God.

*Little Sower.*

### The Ears of Corn.

There was once (says an Eastern legend) a beautiful damsel, upon whom a good Genius wished to bestow a blessing. He led her to the edge of a large field of corn, where he said to her: "Daughter, in the field before thee the ears of corn have talismanic virtues. Thou shalt pass through the field once, only once; and pluck one—only one ear. It must be taken as thou goest forward; thou shalt not stop in thy path, nor shalt thou retrace a single step. Select an ear full and fair; for according to its size and beauty shall be its value to thee."

The maiden thanked the good Genius, and set forward. She saw many ears of corn, large, ripe, and beautiful; but she left these behind, hoping that she might find one still fairer. But she did not; and at length, as the day was closing, she reached a part of the field where the stalks were short and thin, and the ears all shrivelled. She now regretted those she had left behind, but went on—still hoping. Alas! the stalks became more and more puny and blighted; and as night fell, she found herself at the end of the field, without having plucked an ear of any kind.

No need that the Genius should rebuke her for her folly. She saw it clearly, when too late.

So in the evening of life, we call sadly and regretfully to mind a thousand golden opportunities, forever lost because not plucked in their season.

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### "Make Ma's Temper Better."

A very little boy had one day done wrong, and was sent, after paternal correction, to ask in secret the forgiveness of his Heavenly Father. His offense was passion. Anxious to hear what he would say, his mother followed to the door of his room. In lisping accents she heard him ask to be made better; never to be angry again; and then, with child-like simplicity, he added: "Lord, make Ma's temper better too."

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### American Seamen's Friend Society.

R. P. BUCK, President.  
Rev. S. H. HALL, D. D., Cor. Sec. & Treas.  
L. P. HUBBARD Financial Agent.

*District Secretary:*  
Rev. S. W. HANKS, Cong' House, Boston.

## LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a Life Director.

## FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the execution of the will should be strictly observed:

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he *at the same time* declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto as witnesses.

## SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, N. Y., and 13 Congregationalist House, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman Street.

## SAVINGS BANKS FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 74-6 Wall Street and 189 Cherry Street, and Boston, Tremont Street, open daily between 10 and 3 o'clock.

## SAILORS' HOMES.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
BOSTON, cor. Salem and Bennet Sts.....	Boston " " "	B. F. Jacobs.
PHILADELPHIA, 422 South Front St.....	Penn. " " "	C. F. Bowman.
WILMINGTON, cor. Front & Dock Sts.....	Wiln. Sea. Friend Society.	Capt. J. F. Gilbert.
CHARLESTON, S. C.....	Charleston Port Society....	Capt. Peter Smith.
MOBILE, Ala.....	Ladies' Sea. Fr'nd Society.	Geo. Ernst Fineisen.
SAN FRANCISCO, Cal.....	" " "	E. Dunscombe.
HONOLULU, S. I.....	Honolulu " " "	

## INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rhode
4 Catharine Lane. (Colored). ....	do.	G. F. Thompson.
BOSTON, N. Square, Mariners House.....	Boston Seamen's Aid Soc'y	N. Hamilton.
PORTSMOUTH, N. H., No. 8 State St.....	Seamen's Aid Society.....	John Stevens, Supt.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 23 South Ann Street.....		Miss Ellen Brown.
GALVESTON, Texas, cor. Strand & 26 St.....		

## MARINERS' CHURCHES.

LOCATION.	SUSTAINED BY	MINISTERS.
NEW YORK, Catharine, cor. Madison...	New York Port Society.....	Rev. E. D. Murphy.
Foot of Pike Street, E. R.....	Episcopal Miss. Society.....	" Robert J. Walker.
Foot of Hubert Street, N. R.....	" " "	" H. F. Roberts.
Open air Service, Coenties Slip.....	" " "	" Isaac Maguire.
Oliver, cor. Henry Street.....	Baptist.....	" J. L. Hodge, D. D.
Cor. Henry and Market Streets.....	Sea & Land, Presbyterian.....	" E. Hopper, D. D.
BROOKLYN, 8 President Street.....	Am. Sea. Friend Society.....	" E. O. Bates.
" Navy Yard.....	" " "	" T. D. Williams.
BUFFALO.....		" P. G. Cook.
ALBANY, Montgomery Street.....	Methodist.....	" S. H. Hayes.
BOSTON, cor. Salem & N. Bennet Sts.....	Boston Sea. Friend Society.	" Cyrus L. Eastman.
North Square.....	Boston Port Society.....	" H. A. Cooke.
Cor. Commercial and Lewis Sts.....	Baptist Bethel Society.....	" J. P. Pierce.
Parmenter Street.....	Episcopal.....	" F. Southworth.
PORTLAND, ME., Fort St. n. Custom H.	Portland Sea. Fr'nd Soc'y.	" J. W. Thomas.
PROVIDENCE, R. I., 52 Wickenden St.....	Prov. Sea. Friend Society.	" C. H. Malcom, D. D.
NEWPORT, R. I., 51 Long Wharf.....	Individual Effort.....	" J. D. Butler.
NEW BEDFORD.....	New Bedford Port Society.....	
PHILADELPHIA, c. Front & Union Sts.....	Presbyterian.....	
Cor. Moyamensing and Washington Avenues.....	Methodist.....	" William Major.
Catharine Street.....	Episcopal.....	" W. B. Erben.
Front Street, above Navy Yard.....	Baptist.....	" P. Frayne.
Port Missionary, 1420 Chestnut St.		" E. N. Harris.
BALTIMORE, cor. Alice & Anna Sts.....	Seamen's Un. Bethel Soc'y.	" Chas. McElfresh.
Cor. Light and Lee Streets.....	Baltimore S. B.....	" R. R. Murphy.
NORFOLK.....	American & Norfolk Sea. Friend Societies	" E. N. Crane.
WILMINGTON, N. C.....	Wilmington Port Society.....	" James W. Craig.
CHARLESTON, Church, n. Water St.....	Amer. Sea. Friend Soc'y.....	" Wm. B. Yates.
SAVANNAH.....	" " " " "	" Richard Webb.
MOBILE, Church Street, near Water.....		" L. H. Pease.
NEW ORLEANS.....	Amer. Sea. Friend Soc'y.....	" J. Rowell.
SAN FRANCISCO, Cal.....	" " " " "	" R. S. Stubbs.
PORTLAND, Oregon.....		

# AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

RICHARD P. BUCK, Esq., President.  
Rev. S. H. HALL, D. D., Cor. Sec'y & Treas.

CAPT. NATH'L BRIGGS, Vice President.  
L. P. HUBBARD, Financial Agent.

OBJECTS. 1.—To improve the social, moral and religious condition of seamen; to protect them from imposition and fraud; to prevent them from becoming a curse to each other and the world; to rescue them from sin and its consequences, and to **SAVE THEIR SOULS**. 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1.—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILI, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c., and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the **SAILORS' MAGAZINE** and **SEAMEN'S FRIEND**, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the **SEAMEN'S FRIEND**, is gratuitously furnished to Chaplains and Missionaries for distribution among seamen and others. The Society also publishes the **LIFE BOAT** for the use of Sabbath-schools.

3.—**LOAN LIBRARIES**, composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries, among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it. (2) It usually places the library in charge of the Captain of the vessel. (3) It contemplates a connection between the sailor and the individual who furnishes the library which he reads. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it, is communicated. The whole number of libraries sent out by the Society, to April, 1879, is 6,502, containing 349,328 volumes. Calculating 6,144 re-shipments, they have been accessible to more than 254,295 men. Over one thousand hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of **SAILORS' HOMES**, **READING ROOMS**, **SAVINGS' BANKS**, the distribution of **BIBLES**, **TRACTS**, &c.

The **SAILORS' HOME**, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated over 90,000 boarders. This one institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings. Similar institutions exist, in other cities, under the care of auxiliary Societies.

NOTE.—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. The **SAILORS' MAGAZINE** is, when asked for, sent gratuitously to Pastors, who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.